

ROYAL NAVAL DIVISION.
CUBAN SCHOOL BATTALION.
THE ADMIRALTY have given
a special commission for raising a
Battalion of 1,000 men, which will be
strictly limited to Public School or
University Men and who will serve
together as a Unit.
Training is now going forward.
Applicants desiring to enrol should
apply at once to
ROYAL NAVAL DIVISION,
6, 7 and 8, Old Road Street, W.
God Save The King.

Hongkong Daily Press.

ESTABLISHED 1857.

Registered as a Newspaper at the General
Post Office in the United Kingdom.

**"WOLF"
MOTOR
CYCLES.**
Call and inspect our stocks.
Prices delivered Hongkong.
2 1/2 H.P. £25.
4 H.P. £30.
ALEX. ROSS & Co.,
4, Des Voeux Road Central,
Phone 37.
[618]

No. 17,892. 號二十九百八千七萬一第

日七初月八年卯乙

HONGKONG, WEDNESDAY, SEPTEMBER 15TH, 1915.

三拜禮 號五十月九年四國民華中

PRICE, \$3 PER MONTH.

THE HOME MAILS.

TO ARRIVE.

Sept. 17th.—Europe (via Siberia) per S.S.
LIANCIOW.

TO DEPART.

Sept. 18th.—Europe (via Siberia) at 3 p.m.
per S.S. CHENAN.

Sept. 18th.—Europe (via Siberia) at 5 p.m.
per S.S. ANNU.

Sept. 21st.—Formosa (via Keelung, Shanghai,
Nagasaki, Victoria, B.C.,
Seattle, Wash., and United
Kingdom) at 1 p.m.
per S.S. TAMBA MARU.

Sept. 24th.—Straits, Burma, Ceylon, Aden,
Western Australia, India,
Aden, Egypt and Europe, at 11
a.m. per S.S. NANKIN.

Sept. 30th.—Japan (via Nagasaki, United
States, South America and
Canada) at 11 a.m. per S.S. MONGOLIA.

N.B.—For further returns and for mails to
and from the Coast Ports, Manila,
Siam, etc., see the Post Office Notice
on the last page of this issue.

INTIMATIONS

GREEN ISLAND CEMENT COMPANY
PORTLAND CEMENT.
In Casks 375 lbs. net.
In Bags 250 lbs. net.
SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 9th December, 1914. [724]

KAIPING COAL.

Now well-known throughout the East for
STEAM RAISING, FORGING, STEEL MAKING, SHIPS'
BUNKERS AND HOUSEHOLD PURPOSES.
KAIPING COKE:
Competes with the best quality English Cokes or
FOUNDRY, SMELTING AND HOUSEHOLD PURPOSES.
HIGHEST FIREBRICKS GRADE
FIRECLAY.
STOCK ALWAYS ON HAND.
Office: QUEEN'S BUILDINGS, HONGKONG. Tel. Add.: MAISHAN, HONGKONG.
TELEPHONE No. 1030.
DODWELL & CO., LTD.,
Agents.
Hongkong, 1st October, 1914. [44]

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DOCKYARD AND ENGINE WORKS.

A.I., A.B.C., WESTERN UNION, ENGINEERING AND BENTLEY CODES USED.
Builders and Repairers of Ships, Engines and Boilers, and Electrical Engineers.
Manufacturers of Contrado Condensers, Stone's Manganese, Bronze Castings,
Parson's Steam Turbines and Turbo-Alternators &c., &c.

NAGASAKI

TELEGRAPHIC ADDRESS: "DOCK," NAGASAKI.

GRAVING DOCKS AND PATENT SLIP.

Dock No. 1. Dock No. 2. Dock No. 3.

Length on Keel Blocks ... 510 feet ... 350 feet ... 714 feet.

Width of Entrance at bottom ... 77 " ... 63 " ... 88 "

Water on Blocks at Spring Tide ... 25 " ... 24 " ... 34 "

PATENT SLIP—Capable of lifting vessels up to 1,000 tons gross.

The Salvage Steamer "OURA MARU," 716 tons and 12 knots.

Two Floating Cranes of 60 and 30 tons each, besides 150 tons Giant Crane.

KOBE

TELEGRAPHIC ADDRESS: "WADADOCK," KOBE.

FLOATING DOCKS.

No. 1. 7,000 tons. No. 2. 12,000 tons.

Lifting Power ... 480 feet ... 580 feet.

Max. Length of Ship taken in ... 56 " ... 68 "

Max. Breadth of Ship taken in ... 22 " ... 32 "

Max. Draft of Ship taken in ... 22 " ... 32 "

The Salvage Steamer "ARIMA MARU," Pumping capacity per hour 3,000 tons.

HIKOSHIMA (Near Shimonoeki).

TELEGRAPHIC ADDRESS: "DOCK," SHIMONOSEKI.

GRAVING DOCK.

Length on Keel Blocks ... 365 feet 0 in.

Breadth at Entrance at bottom ... 56 " ... 0 "

Depth of Water on Blocks at Spring Tide ... 26 " ... 7 "

Floating Crane capable of lifting 20 tons weight.

THE NAGASAKI KOBE AND HIKOSHIMA DOCKYARDS

are closely connected with each other, enabling them to co-operate in the prompt execution

of work and to suit the convenience of customers.

Any Orders will be promptly attended to and Estimates sent on application. [606]

THE KAILAN MINING ADMINISTRATION.

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Hongkong, 1st October, 1914. [44]

SOUTH MANCHURIA RAILWAY.

TRAVERSING THE NEWEST AND MOST INTERESTING COUNTRY

OPENED TO THE TOURIST AND HOLIDAY-MAKER.

THE SHORTEST, QUICKEST AND CHEAPEST ROUTE BETWEEN THE

FAR EAST AND EUROPE IS STILL VIA THE

SOUTH MANCHURIA RAILWAY.

Time-Table from May 1st, 1915, until Further Notice.

Owing to the War the THIRICE-WEEKLY EXPRESS TRAIN SERVICE has been

temporarily suspended, and a ONCE WEEKLY EXPRESS TRAIN SERVICE, composed

of excellently equipped Dining and First and Second Class Sleeping Carriages operated between

Dairen and Changchun in connection with the Trans-Siberian Express Trains and with

Dairen-Saiton (Yingtao) Shanghai Mail Steamer Service by the S.S. "SAKAKI MARU"

and "KOBE MARU" (each equipped with wireless telegraph) as follows:

NORTH BOUND.

Connecting at Harbin with the Trans-Siberian Service from Peking.

1st Class Fare: Shanghai (S.M.R. Str.) to Peking ... 12.00

2nd Class Fare: Shanghai (S.M.R. Str.) to Peking ... 8.00

NEW SHIPMENT OF VICTOR-VICTROLA AND VICTOR RECORDS

RECEIVED BY THE
S.S. "TAMBA MARU."

INCLUDING THE LATEST
ENGLISH AND AMERICAN SUCCESSES.

EXCLUSIVE AGENTS:
S. MOUTRIE & CO., LTD.

Hongkong, 14th September, 1915.

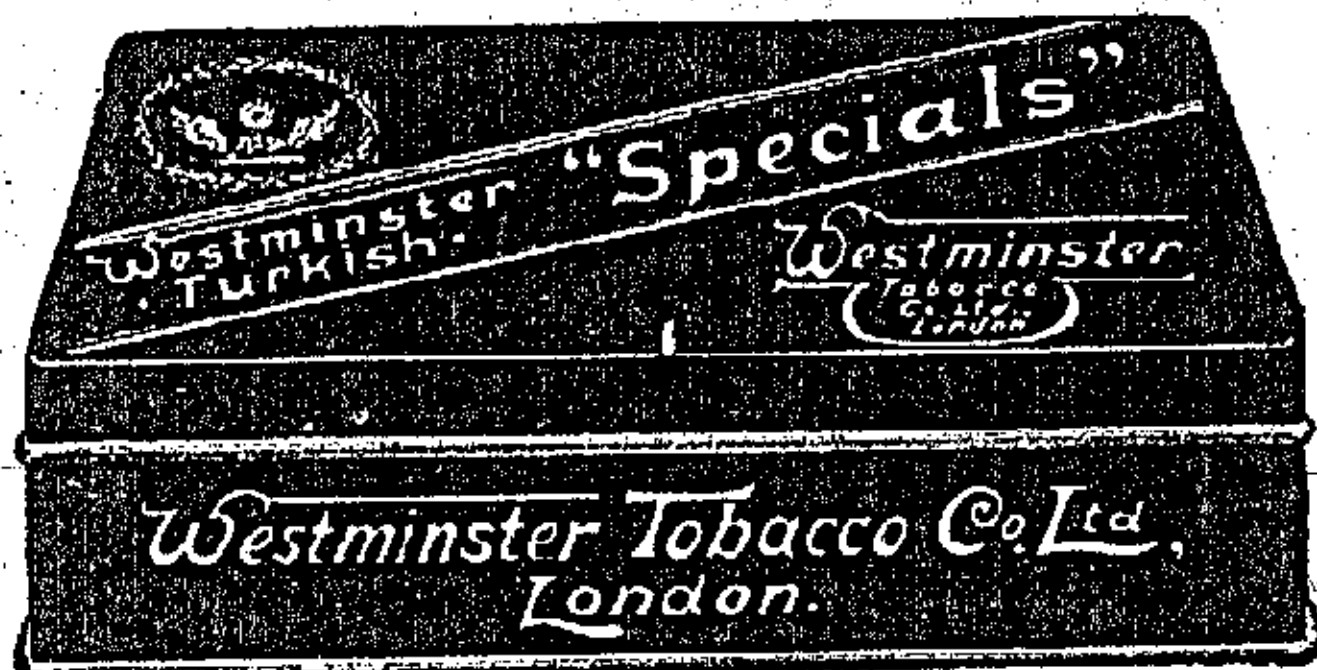
WISEMAN, LTD.

JUST LANDED:
A FRESH CONSIGNMENT OF DELICIOUS
HIGH GRADE AMERICAN CANDIES.
OVER 150 VARIETIES.

WEDDING, BIRTHDAY AND CHRISTMAS CAKES.

TELEPHONE 407.

Hongkong, 10th September, 1915.



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MARQUIS INOUE'S EARLY EXPERIENCES.

THE ATTEMPT ON THE LIFE OF
THE MARQUIS.

INTERESTING STATEMENT BY THE
WOUNDED ASSASSIN.

Mr. A. Kodama, ex-Director of the Bureau of the Imperial Cuisine, who is now living in retirement at Takawawa, Kitamachi, Shiba, proves to have been the one who inflicted serious wounds on the late Marquis Inoue, at Yuda, near the town of Yamaguchi, in the early sixties, when he was attacked by a band of young men because of his pro-foreign sympathies. Mr. Kodama, says the *Japan Gazette*, has given an interesting account of the incident in which he was the prime mover. In 1864, when the combined squadron of the foreign Powers was threatening to bombard Shin-osaka, opinion was divided among the retainers of the Choshu clan. The late Marquis and the late Prince Ito, who had just returned from England, earnestly advocated making peace with the foreign Powers and challenging the Shogunate, and the late Marquis, who was of a very quick temper, severely rebuked the advocates of the anti-foreign principle. This attitude on the part of the late Marquis angered many of the retainers, and drove them to plan his destruction, for his continued existence was considered to be inimical to the interests of the State and of the Choshu Clan.

On September 25th, 1864, the night being very dark, Mr. Kodama was returning home from a certain restaurant at Yuda in company with Kinoshita Nakano, Togo Sufu, and Shinzo Kimura, when he spied the young Inoue near the Sodesuki bridge, in the suburbs of the town of Yamaguchi. Nakai, who was walking ahead, accosted the young patriot and grappled with him, while Mr. Kodama attacked him with a drawn sword. There was no contending against odds, but Inoue did not lose his presence of mind. He immediately drew his sword, and after a short fight he fled. He took refuge in a potato field in the neighbourhood, and soon after became unconscious from the effects of a dozen serious injuries received in the back and other parts of the body. Kodama concluded that young Inoue had escaped, and after promising to keep the matter secret, the band of would-be assassins returned to their homes. Afterwards, Nakai and Kimura were decapitated on certain charges, and Sufu died from illness, leaving Kodama the only survivor to tell the tale. After the Restoration, Mr. Kodama was convinced of the correctness of the views of Inoue, and became a great admirer of him. He was later much patronized by the Marquis, through whose good offices he was appointed to high posts in the Imperial Household Department. The Marquis little dreamed that he had once been guilty of an attempt on his life. This more he was favoured by the Marquis, the more Kodama was mortified by the consciousness of his past guilt, but lacked the courage to confess the grave crime of which he was guilty. At last he confessed the whole thing to Viscount Sugi, a bosom friend of the Marquis, who undertook to use his influence in his favour. Some days after, Viscount Sugi took Mr. Kodama to the residence of Marquis Inoue, when he confessed everything to the Marquis and begged his forgiveness. He then presented to the Marquis the sword with which the attack was made, together with a written document dealing with the motives that actuated him to make the attempt on the life of the Marquis. The Marquis was quite willing to let the whole thing be buried in oblivion, and his attitude towards Mr. Kodama underwent not the slightest change after this confession.

SHIPMENT OF AMERICAN RAW COTTON.

The announcement of withdrawal of the Pacific Mail S.S. Co. from the trans-Pacific service has been received as a great shock by the Japanese raw cotton importers at large.

A Japanese contemporary states that the representatives of the Mitsui Bussan Kaisha and other Japanese companies interested in the American cotton trade recently met together at the Osaka Hotel and exchanged their views as to how to maintain the importation of 150,000 bales of raw cotton, which had hitherto been carried by the P. M. steamers to Japan. Now that the annual cotton season is approaching, the Nippon Yusen Kaisha and the Osaka Shosen Kaisha will reinforce their trans-Pacific services with a number of suitable vessels in order to meet the pressing requirements.

KOREAN MINING DISPUTE.

BIG CLAIM AGAINST FOREIGN
COMPANY.

According to the *Seoul Press* a Korean miner named Chai Yung-tai, of Seoul, has brought a suit in the Seoul Local Court against the Colliery Bestwick Development Company, claiming the sum of Y. 113,600. The first hearing of the case will be held on the 20th instant.

The plaintiff alleges that in 1893 he discovered a promising copper mine at Kapsan, South Hamkyong Province, and secured the right to work the mine. He carried out preliminary work, investing no small capital in it. Subsequently, however, the Mining Law was revised, and taking advantage of this it is alleged, the defendant company filed an application with the authorities concerned to secure the rights at Kapsan Mine. Subsequently a contract was concluded between Mr. Chai and the Company to transfer the mining rights to the Company on condition, it is alleged, that the Company paid Mr. Chai an indemnity the sum above stated. The Company, however, did not pay, hence the suit.

WAR PRICES FOR STEAMERS.

PROFITS OF NEUTRAL OWNERS.

As a result of the war says the *Times*, the value of steamship tonnage has, during the past few months, continued to rise, and extraordinarily high prices have lately been paid for second-hand tonnage. Steamers are constantly being sold for far more than they cost to build. A cargo steamer which four years ago was bought for £30,000 has just been sold for £28,000, while another which was bought for about £50,000 just before the war has now been sold for nearly £100,000. Ownerships which a year ago were not paying their expenses have been able to put their finances on a very different basis. There is the case of a small company which was formed 10 years ago to acquire two cargo steamers. Capital to the extent of £20,000 was subscribed, but it became necessary to issue debentures secured on the steamers to the extent of £20,000. Now these two steamers could be sold for such a sum that the debentures could be paid off, the share capital returned, and the shareholders left with cash representing 200 per cent. of their original subscriptions.

While British steamships are frequently changing ownership, more often than not the sales are between neutrals, Greek and Dutch steamers pass to the Norwegian flag, Swedish to the Danish, and so on. Sales between neutrals of the same nationality are usually effected abroad, while those between ownerships of different nationalities are, as a rule, transacted in London.

Another year of war rates. It should be remembered that freights at least as good as those which fall to British owners can be carried by neutrals. Often the neutral can secure higher freights, because in some cases there is little or no competition. British vessels are excluded from the Baltic and, except those carrying foodstuffs for the Belgian Relief Committee, rarely trade with the Dutch ports. Then it frequently happens that neutrals are wanted for the voyage between North and South America, probably because the charterers are German firms. Further, neutral owners can always reckon on securing the full market freights. British owners, on the other hand, have to face the possibility that their vessels may be requisitioned by the Admiralty on terms far below those current in the market.

Many Greek steamers have lately been sold because of the special conditions on which they have often been financed. It has been common for Greek captains who have saved money to aspire to ownership and to be financed by a bank to the extent of a certain proportion of the value of a fine steamer. The present prices are so favourable that many of these single-ship owners have been able to sell their property, pay off the bank's loan, and retire with a very considerable sum in cash. But owners who have not been financed in this way and have lately been selling, are generally those who bought years ago at low prices, and after having long had the use of the ships are now able to get back more than they paid for them. Those who are buying ships seem to be calculating on at least another 12 months of high freights. So long as the war lasts there must be the keenest demand for tonnage, while the supply has already been decreased by the ships detained in enemy ports, by those sunk, and by the setback to the mercantile shipbuilding industry. A year ago there was too much tonnage and for weeks after the war began vessels could be bought at "bargain prices." Today the supply falls short of the demand.

THE LATE A. F. WILDING.

A TRIBUTE FROM N. E. BROOKES.

The following tribute to the late A. F. Wilding, from the pen of Norman E. Brookes, appeared in the *Sydney Referee*. "Anthony Wilding killed in action in the North of France. Just a bald statement, but what a multitude of thoughts it gives rise to; first, one of surprise, and then doubt, and later, as the cold fact sinks into one's brain, that of grief and pain; but last of all comes the feeling of pride in that he died nobly fighting for the welfare of his country. Poor Tony—it is hard, indeed, to realize that he has passed away. No finer sportsman ever set foot on a tennis court. Without doubt one of the finest specimens of manhood physically, he was blessed as well with an ability and a steadfastness of character that helped him to reach the highest pinnacle in the lawn tennis world, and his bright and cheery nature made him beloved by all followers of the game.

"As a tennis player he was perhaps seen to best advantage on the hard courts of the Continent, but, take him year in year out, on any kind of court, he was easily number one in the tennis world. Perhaps not so brilliant and spectacular as McLaughlin, not so subtle as Roper Barrett, he, however, possessed that superb correctness in all his stroke production that marked him out as the master player.

"Tennis follows the world over, will mourn his loss, and more especially we in Australasia. I shed a tear in memory of the many happy days we spent together in the struggle for the Davis Cup."

SUSPECTED PLAGUE IN TOKYO.

ELABORATE PRECAUTIONS.

A ticket collector at the Ueno Station named Kobayashi Susumu, 21 years old, after developing suspicious symptoms succumbed. The doctor who attended him first diagnosed his complaint as measles. After death, however, the appearance of the body suggested plague, while elaborate disinfection operations were carried out all over the station buildings as well as the deceased's residence and neighbouring houses.

THE GERMAN PROPAGANDA. ELABORATE FRAUD OF A SPECIAL NEWSPAPER FOR AMERICANS.

Many examples have been furnished during the war of the infantile quality and the lack of the sense of humour in the German mind; but one of the richest exhibitions is only now blossoming into the fine flower of perfect childishness. That is the *Continental Times*, which calls itself a journal for Americans in Europe, which is printed in English and has its home in Berlin, and which classifies itself as equally suited to the palates of Stockholm, Rotterdam, Lucerne, Vienna and Zurich. Its editor's name is given as "Cha. White, Berlin."

Were it a paper frankly published as a means of spreading German propaganda, of course no exception could be taken; it would then at least be able to confront a world which could regard it as an honest advocate. But it is not straightforward. Professing to be a cosmopolitan newspaper, published in the interests of Americans, and a paper that is "making a stand for truth, honour, and justice," it bears on the face of it to any discerning reader the character of a palpable organ of the German Government. The form which it prints, to be used by intending "subscribers" who want to begin by having the paper "free of charge for a fortnight," contains this delightful revelation of method:—

You may mention my name [Cross out] whichever is Do not mention my name [not desired]. These are infantile practices. It is infantile to assume that the intelligent reader will not detect the German Government behind the *Continental Times*; it is infantile to assume that the reader will imagine he need pay for the paper after the fortnight's free gift.

A few samples of the contents may be fully picked out to show the sort of stuff that is thought good enough for Americans on the Continent—the spelling and grammar being faithfully copied in each case. Two copies of the paper are before us. One, July 23rd, begins a notice of "a Danish paper in Germany" in this diverting style:—

"The work of enlightenment goes on. The *Continental Times* has always striven to maintain a neutral attitude in so far as this was compatible with the defense of truth and our own ideals. But there has arisen a condition of things when to remain impartial or coldly neutral would have meant not only the toleration but the approval of outrageous wrong, falsehood and iniquity."

STRIKING "THINGS IN ENGLAND." A very prominent position is given to an article with these headlines:—"Germany Judged by the English. Doleful Lament of the *Times* Concerning the Unpreparedness of Great Britain for War. Germany Appears to Suffer no Strain or Economic Exhaustion, says the 'Thunderer'." The article opens thus:—"London, July 22nd. Nowadays nothing is so striking here in England as the manner, in which in the Press and Parliament, German Organisation and methodical measures are being constantly held up as an example to the British public as the acme of perfection to which England must seek to rise." These few lines which are taken from a *Times* leading article which is one of the many continuous examples of that sincere form of flattery which English papers cover Germany. And a paragraph announcing the visit of Mr. Will Crooks, M.P., to the front "to cheer Tommy up" is headed, "He needs cheering."

The correspondence columns—"the open tribune"—contain the usual pro-German letters. That obliging person, "Disgraced American," has been so incensed to read in a New York paper that the Germans had been "rotten in Galicia, that he not only cries shame upon the paper that published 'such lies,' but asks what 'in the name of common sense and decency can possibly impel any American newspaper owner to set himself up as champion of Russia.' As the New York paper thus attacked is the evening edition of the *New York Herald*, and as the *New York Herald* is a popular paper on the Continent where the *Continental Times* wants to be popular, the obliging "Disgraced American" is serving a double purpose. Another department of the German organ is called "Letters They Feared to Print," being three columns of pro-German argument on the sinking of the *Lusitania* which a Mr. Cortis, of New York City, had failed to get accepted by the American papers at home. One passage from Mr. Cortis is too rich to miss:—"In conclusion permit me to say that I am not a German sympathiser, as you may imagine. I am intensely pro-English, and I fear, rabidly anti-German; but I have—I admit reluctantly—arrived at the conclusion that no part of the blame for this dreadful tragedy can justly be laid at Germany's already heaped-up door."

THE "CLINKING OF THE GUINFA." From another correspondent, who hides identity under the initials "B.S., Washington," appear some lines "which were sent in 1911 by an English lady to her daughter-in-law in America showing public opinion even then." This letter is headed "English opinion of Lloyd George." "Even then" is very good in the circumstances; but the phrase suggests that the writer is a German, and incapable of realising that domestic differences do not prevent the British people from uniting against the common enemy. Apart from that, a diligent student of controversial politics might discover that the lines about Mr. Lloyd George which serve the *Continental Times* purpose of misrepresenting facts were possibly written by Mr. Gladstone when he introduced the Home Rule Bill as long ago as 1886. Another issue contains a long personal attack on an English journalist such as only a German could write—an article of the most vulgar and obscene hatred and fury.

From the number of solecisms in its columns, some of which are reproduced in the above quotations, it would appear that the *Continental Times* is neither set up nor supervised by American hands. It informs its readers that a strike has taken place at the works of the "Stand Oil Company," and gives them such a sentence—and such a courage—as "In the higher circles the then clinking of the guinea did the rest." But imagine a country that aspires to world dominion laboriously running the elaborate deception of such a newspaper to catch the neutral!

THE AMERICAN SEAMEN'S ACT.

AMERICAN ADMIRAL ON ITS
EFFECTS.

Rear-Admiral Francis T. Bowles (retired) has expressed the following views on the effect of the new Seamen's Act:—

"If you read the Seamen's Act, which goes into effect next fall, you will find that almost every individual item in it looks reasonable, but when you take the accumulation of restrictions placed on the owners and officers of steamships the effects of the Act are almost revolutionary. My feeling is that these things, or substantially these, have come to stay, unfortunately as it is. There will be a steady conflict against such provisions, however, and it will last a long time. In the meantime there will be an increase in the cost of water transportation everywhere."

As soon as a ship comes into a foreign port she is subject to the local laws of that port, and this fact can't be evaded. The confusion which will result from this Act will be enormous, especially through the provision that sailors on any ship coming into our ports may desert. This will mean that the masters of ships trading with the United States will have to pay American wages to their crews in order to keep them or ship new ones. The first effect will be to increase rates to and from the United States. That is, of course, a help to our flag, but a burden to the whole people.

FIRE AT A SHANGHAI COTTON MILL.

EARLY MORNING BLAZE IN
JAY ROAD.

A serious fire broke out last week at the Ichu Cotton Mill, Jay Road, necessitating the attendance of the Fire Brigade for nearly four hours. On the receipt of a telephone message at 4.45 a.m., the general alarm was given. Three companies turned out, and on arrival it was found that the mill was well alight on the ground and first floor. The staff of the mill were working hydrants on the premises, but their efforts were of little avail.

Lines of hose were laid by the Brigade from the hydrants in Ward Road and the No. 1 motor pump, which was placed alongside the creek. All the iron sheet window shutters on the first floor of the building were closed and could not be opened from the outside, making it difficult to deal with the fire. Owing to the inflammable nature of cotton, the fire quickly obtained a hold of the roof of galvanized iron, felt and boarding, and this was soon a mass of flames.

Extra jets of water were laid on from the Hongkong and Deluge engines and the Fire King, making a total of about eleven playing into the building. After over three hours' work, the Brigade was able to make up, leaving the coolie corps to damp down.

About two-thirds of the interior of the building, which was fairly new and of medium size, was destroyed. The contents were said to be 300 bales of American cotton and about 250 bales of native cotton, valued at about £15,000. Much of this should be salvaged, however, and the mill itself was not damaged. The cause of the fire is unknown.—*N.O. Daily News*.

HONGKONG VOLUNTEER CORPS.

ORDERS BY LIEUT.-COL. A. CHAPMAN, V.D.

INSPECTION OF ARMS. Members of Civil Service Company will return their rifles and bayonets to Headquarters before 10 a.m. on Thursday, 16th instant, for inspection. They will be ready for re-issue on Friday, 17th instant.

PARADES. Parade for Wednesday, 15th instant:— 5.15 p.m.—Signalling Section—Fall in on Cricket Ground and proceed to Happy Valley for Skirmishing. Remainder—M. O'NEILL.

Gun Club Hill, Kowloon.— On duty until morning of 20th instant—Right Section M. G. Co. Officer on duty—Lieut. Kennett. Detention Camp, Kowloon:— On duty to night—Scouts Company. Officer on duty—Captain Stewart. On duty 16th inst.—Centre Sec. M. G. Co. Officer on duty—Lieut. Wright. Orderly Officer until 20th instant—Lieut. Hamilton.

G. E. STEWART, Captain, Adjutant, H.K.V. Corps.

HONGKONG POLICE RESERVE.

PATROLS.

Wednesday, September 15th:— 5.50 p.m.—P.Cs. Robertson (3), Daughtry (3), Bunje (5), Ireson (5), Nicoll (8) and Bryan (8). Crown-Sergeant Langley will visit.

8.50 p.m.—Chief Inspector Mason, Sergeant Chinchin (3), P.Cs. Ormiston, Witchoff (3), Williams (5), Rosser (5), and two men to be detailed by Inspector d'Almeida.

Thursday September 16th:— 5.50 p.m.—Sergeant Saffiad and seven P.Cs. from Indian Co. Sergeant-Major will visit.

8.50 p.m.—P.Cs. Hooper (3), Sleat (3), Gibson (5), Bowen-Rowlands (5), Wright (8) and Reynolds (8).

Friday, September 17th:— 5.50 p.m.—P.Cs. Tully (3), Henderson (3), A. J. Ablong (5), P. F. Ablong (5), Kim (8) and W. Gaskell (5). Inspector Taylor and W. Hobbs will visit.

8.50 p.m.—One N. C. Officer and seven P.Cs. to be detailed by Acting-Inspector J. M. Wong.

TRAVELLING. All Police Reservists in uniform may travel free on the cars of the Hongkong Tramway Company.

"DUTY REMINDERS." N. C. Officers in charge of and visiting Patrols are ordered to call for the production of this book by every man on duty. Failure to produce is to be reported without fail. The boundaries of No. 8 Section have been altered. A printed slip will be issued. The instructions as to boundaries of No. 5 must be altered as follows:— Delete word "West" in first line. Alter both words "Road" in eighth line to "Street." F. C. JERVIS, D. S. P. (Reserve).

UNMUZZLED DOGS. RESPECT TO THE COURT.

At Mr. Wood's Court yesterday Mr. W. E. L. Shenton mentioned the case in which the Hon. Mr. D. Landale is charged with allowing a dog to be at large without having a muzzle.

Mr. Shenton said that he had had to come to the Court that morning in connection with two other summonses, and he thought he might also mention the one against the Hon. Mr. Landale.

Mr. Wood reminded Mr. Shenton that the summons was returnable on Friday last, and that P. S. Baker had stated that he had served the summons on Mr. Landale's servants. He (Mr. Wood) subsequently instructed P. S. Baker to see Mr. Landale and to inform him that he would have to appear on Saturday morning.

P. S. Baker now said that he had served the summons on Mr. Landale as requested.

The Magistrate added that he had now made the summons returnable for Sept. 17th and had given instructions for the defendant to be served personally. He did not think the Court had been treated with due respect, but he would take the case on Friday, when Mr. Shenton might make a statement by way of explanation.

Mrs. Denison, The Peak, was fined \$8 in all by Mr. Lindwell yesterday for allowing two dogs to be at large without muzzles.

Mr. Shenton, for the defendant, said the case was a simple one. The dogs wandered out at the back of the garden, and got through a hedge into Mount Kellet Road. It was, he added, impossible to muzzle one of the dogs, because it was a Japanese pug.

PETTY THEFTS.

A Chinese clerk residing at 30, Robinson Road, has reported to the police that some person has stolen from his house two silver vases valued at \$33.

Mrs. Walker, a visitor at the Grand Carlton Hotel, has reported to the police that someone stole her handbag from a table in the hotel. The bag contained keys and jewellery to the value of \$20.

A Chinese woman of Yauwanti has reported to the police that while walking in Gascoigne Road she was accosted by two men who, by means of the confidence trick, relieved her of two gold-mounted bangles.

THE RICE MARKET.

The Compagnie de Commerce et de Navigation d'Extreme Orient of Saigon in its Rice Circular dated August 31st says:—There is no change to report in our market, which is still very firm. Prices have a slight upwards tendency for September shipment on account of the large engagements for Java (about 50,000 tons), and the demand still active from Hongkong and Singapore. The paddy arrives as previously in small quantity, but as the millers have now sufficient stocks the price is slightly decreasing without any repercussion on the price of the clean rice. The total amount of rice exported from the 1st January up till the 23rd of August is 743,543 tons against 913,588 tons in 1914. We quote to-day white rice No. 2 sifted Japan quality Hongkong \$2.43 per picul f.o.b. Saigon, for August to September shipment.

GERMAN PRISONERS' EXHIBITION.

AMUSEMENTS AT KURUME.

An exhibition of articles made by the German prisoners of war at Kurume Japan was held recently at the prisoners' depot. The exhibits numbered more than one hundred, among them being a model fortress in section, miniature aeroplanes, musical instruments, models, paintings, and embroideries.

Theatrical acrobatic, and other performances were given, this camp being well supplied with talent—*Japan Chronicle*.

AMERICAN SHIPS ON THE PACIFIC.

THE "MINNESOTA" SOLD.

According to a telegram received by the Osaka Shosen Kaisha from its branch in Chicago, the well-known Great Northern liner *Minnesota* has been sold to a London firm for \$2,000,000. It will be remembered that the Great Northern Line, between Seattle and Hongkong, was started some ten or twelve years ago by the two sister-ships *Minnesota* and *Dakota*, running in connection with the Great Northern Railway at Seattle. Some years ago the *Dakota* was wrecked and lost off Shimoda, and since then the *Minnesota* has been the only steamer on the line. Some months ago the *Minnesota* was stranded in the Inland Sea, but was successfully re-floated after a month of difficult salvage operations.

It is not known when the *Minnesota* will be withdrawn from the Pacific trade. *Japan Chronicle*.

CIVIL AND TRADE DOMICILE.

NOTABLE JUDGMENT OF THE SUPREME COURT FOR EGYPT.

The following judgment, delivered in H. M. Supreme Court for Egypt, sitting at Alexandria (in prize), on Tuesday, July 6th, by his honour Judge Grain, is of considerable interest both to lawyers and merchants. The judgment relates to cargoes on the steamers *Lutzow* and *Koerber*, the former cargo being consigned to Messrs. Kirchner & Beger, of Shanghai; the latter being shipped by Messrs. Wendt & Co., of Hongkong, from Canton to an enemy port.

His Honour, in giving judgment, said:—

In these two cases, the question of law being the same in each case they are being taken together.

The cargo in the first one, was shipped from Hamburg on the str. *Lutzow* on July 1st, 1914, to Messrs. Kirchner & Beger, a firm consisting of German subjects residing in Shanghai, who for over forty years have carried on business there. The second case consists of cargo shipped by Wendt & Co., a German firm carrying on business in Hongkong, in the str. *Koerber* from Canton to an enemy port.

The question of law which arises in both these cases is whether it is possible to establish a commercial or trade domicile, in countries which have granted extra-territorial authority to other foreign Powers.

Mr. Booth and Mr. Alexander, who appear on behalf of the claimants, argue that, although it may be impossible to establish a civil domicile, it is nevertheless possible to establish a commercial one.

That there is a difference between a civil domicile and a commercial one, that a commercial or trade domicile is a question of taking steps "en route" to acquire a domicile, and "en route" to acquire a new one, that it does not depend on nationality, nor even on what in fact is the real domicile, but on the place or places in which the business or businesses are being carried on.

That, on the other hand, civil domicile is a question of origin and nationality. And in support of this view cite passages from Westlake 4th Ed. Private International Law, pp. 336, 337, 348, 349, Hodgson v. Beauchamp, 1888, 12 Mo. P.C. 313, The Jonge Kluis, 1904, 5 C. Rob. 302, Janson v. Driessens Consolidated Mine, (1902), A.C. 505, Wells v. Williams I. Raym. 282, Bell v. Kennedy 1868 L.R. 1 S. & D.A. 320.

A PREVIOUS DECISION.—It has already been decided in this Court by the President that a German cannot establish a domicile in Shanghai, but on that occasion the matter was only argued generally and the point that there is a difference between civil and commercial domicile was not argued. Therefore, I think that, instead of merely following that decision, I ought to give judgment on this point which has been raised before me.

Dacey in his "Conflict of Law" defines civil and commercial domicile as follows:—"A civil domicile is such a permanent residence in a country as makes that country a person's home and renders it therefore reasonable that his civil rights should in many instances be determined by the laws thereof."

"A commercial domicile, on the other hand, is such residence in a country for the purpose of trading there as makes a person's trade or business contribute to or form part of the resources of such country, and renders it, therefore, reasonable that his hostile, friendly or neutral character should be determined by reference to the character of such country."

It is clear from the cases, *Maltass v. Maltass*, 1844, 1 Rob. Ec. Cas. 67, *de Tootals Trust*, 1883, 23 Ch. D. 532, *Abdul-Messih & Farra* (1888), L.R. 13, A.C. 3, that in British Law a civil domicile cannot be established in countries where extra-territoriality runs.

But this principle has not been followed in the American Courts, as in the case of *Mather and Cunningham* (American Journal of International Law, p. 445), which came before the Chief Justice and five other Judges sitting in the Supreme Judicial Court of Maine, the Court decided that an American subject had acquired a domicile of choice in Shanghai (China).

In course of a very lengthy judgment in that case on behalf of the Court, he points out that the English cases cited as authorities for this doctrine are not really so, as they were all decisions on some particular facts and not on the doctrine of immutability generally and quotes Dr. Lushington's judgment in *Maltass v. Maltass* in which he says, "I give no opinion, therefore, whether a British subject can or cannot acquire a Turkish domicile." But Dr. Lushington does proceed to say, "but this I must say: I think every presumption is against the intention of British Christian subjects voluntarily becoming domiciled in the Dominions of the Porte."

BRITISH DOMICILE IN SHANGHAI.

Mr. Booth and Mr. Alexander have pointed out to me that Lord Justice Chitty in his judgment in *Tootals Trust*, when speaking of British domicile in Shanghai, states, "There may be a commercial domicile there in time of war with reference to the Law of Capture, but that is altogether a different matter" i.e. from Civil domicile, but in making this statement the Lord Justice merely meant that the question of commercial domicile was not being argued before him and he gave no opinion on that question.

Hall in his "Foreign Jurisdiction of the British Crown" while practically admitting that the doctrine of immutability is upheld by the British Courts suggests that it ought to be altered.

It is perhaps to be regretted that a change in the Law is not made. Reasonable, it may almost be said its natural place" and later "There is also every reason for avoiding very grave difficulties

of another kind, which are opened through invariable preservation of the domicile of origin, as no domicile can be acquired in an Anglo-Oriental community etc."

THE MAIN ISSUE.

It appears to me that the main issue that we are striving after in these applications for the release of prize cargo is, has the enemy owner of cargo so purged himself of his enemy character as to be allowed to have his goods restored to him; and that appears to be the essence of the two definitions of Dacey. To take Dacey's definition of commercial domicile, can it be said that a person who pays no taxes to the country in which he is living is more or less beyond the civil control of the country, whose conduct is regulated by his own judicial Courts, who only pays such duty on imports and exports as have been arranged by treaty with his own State, and who in some extra-territorial countries cannot own the smallest parcel of land—can it be said that he is a person "whose trade or business contributes to or forms part of the resources of such country and renders it, therefore, reasonable that his hostile, friendly or neutral character should be determined by reference to the character of such country?" Again, can such person come under Sir William Scott's (Lord Stowell) judgment in "The Venus," viz.: "they were bound by such residence to the society of which they were members, subject to the laws of the State, and owing a qualified allegiance thereto, they are obliged to defend it in return for the protection it affords them and the privilege which the laws bestow upon them as subjects. The property of such person equally with that of the native subjects in their totality, is to be considered as the goods of the nation in regard to other States." It is true that this is a statement with regard to civil domicile, but it does appear to me that there is so slight a difference, as regards the present issue between the civil and commercial, that the same argument may to a considerable extent apply to the commercial domicile because, as I have already said, what is necessary to arrive at is something that wipes out the enemy character.

THE FACTORIES OF THE 18TH CENTURY.—I now come to the cases with regard to the establishment of factories in the Eastern countries in the 18th century. And these cases do appear to put it beyond doubt that in British Law neither a civil nor commercial domicile can be established in an extra-territorial country. No doubt all these cases which I am about to cite were with regard to factories established in the East and not with reference to the Law of extra-territoriality, but the principle for the purposes of argument is practically the same.

In "The Two Friends" Lords, July 12th, 1784, a Mr. Fremont, a merchant carrying on trade at Smyrna under the protection of the Dutch Consul there, was held to be a Dutchman and his ship and cargo were condemned as Dutch property by the British Prize Court.

In "The Rachel," Lords, May 16th, 1702, a Jew living on the Coast of Malabar under Dutch protection under the sovereignty of the Rayah of Cochin was held by the Lords of Appeal to be a Dutchman and an enemy.

In "The Eruso," Lords, December 8th, 1798, it was held if an individual, although not a Frenchman, continued to trade under the French protection in China he must be considered to be a Frenchman.

These cases, although decided with regard to factories, appear to me to be still in point because the treaties of the present day granting extra-territoriality are merely an enlargement of the privileges granted in earlier days to the factories.

In "The Indian Chief" 3 C. Rob. 12 Sir Wm. Scott (Lord Stowell) also lays it down generally that domicile cannot be acquired in an extra-territorial country, but he may have been thinking only of a civil domicile, and so I have not quoted from that judgment; but the other judgments appear so obviously cases of mere trading as to be directly in point in the present cases.

Although I have been much impressed by the judgment in *Mather & Cunningham*, the American case, and the review of the British cases in that judgment, nevertheless I am of opinion that, at the present time, the British Law is that neither a civil nor a commercial domicile can be established by an individual who is resident, or carrying on business in, a foreign land when his country has been granted the privileges of extra-territoriality.

Order—Confiscation and sale. Admission of Appeal granted. One month to find security £250. Stay of execution refused.

HONGKONG TRAMWAY CO.

Approximate statement of traffic receipts for the week ending 11th September is as follows:—

	Receipts for week.	Aggregate for 37 weeks.
This year	\$12,173	\$405,532
Last year	10,761	429,202
Increase	1,412	
Decrease		23,670

ITALY'S ARTILLERY.

SENDS SHELLS OVER HILLS 6,500 FEET HIGH.

A message from Lausanne states that the *Berliner Tageblatt* says that the shelling of the Italian artillery is extremely accurate.

In Carinthia this is due to the fact that the Italians occupy excellent points of observation. The Italian heavy artillery has before now sent shells over mountains 6,500 feet high.

A colonel's daughter and a captain's wife are serving as conductors on the Portsmouth Corporation tramcars, the two new men for Army duty, and are handing their pay to charitable institutions.

EXPLOSION ON THE U.S.S. "DECATUR."

UNEXPLAINED OCCURRENCE AT CAVITE.

An explosion the cause of which is unexplained occurred at Cavite (Philippine Islands) last week in the ordnance work-room of the U.S.S. torpedo-destroyer *Decatur*.

The only man killed was Lloyd J. Elkins, gunner's mate second class; the seriously injured are William U. Hayden, chief gunner's mate, and N. Bell, gunner's mate, third class, who now lie at the naval hospital at Calfuco with but slight chances of recovery; the men who sustained broken legs are A. L. Brasher, fireman, second class, and Del C. Santos, seaman; badly bruised and cut are O. L. Mason, R. O. Meikle, ordinary seaman, and C. E. Sagner, fireman, second class; badly burned on the arm, B. P. Young, hospital apprentice. A half score of others of various grades were cut and bruised as a result of the explosion.

The *Cablenews-American* gives the following story of the occurrence:—

Chief Gunner's Mate Hayden, accompanied by Gunner's Mates Elkins and Bell, were engaged in doing some ordinary routine work in the ordnance work-room of the *Decatur*. This workroom is situated forward, in the same place as the "sick bay" or men's hospital, on board the vessel. The work they were doing was nothing out of the ordinary routine business of the ship, and was probably, as one of the men said, the replacing of tools or some such business. This was about 3.30 o'clock. The officers of the vessel were in their quarters and the balance of the crew of some seventy-five men were engaged in various ways, some at work and others resting and taking it easy. In order to understand the situation it is necessary to have an idea of the construction of that part of the ship where the three men mentioned were working. The space on board a torpedo-boat destroyer like the *Decatur* is, at best, exceedingly limited and the ordnance workroom is placed forward, under the men's quarters, on the third deck from the main deck, counting the latter as number one. It is just above the war head locker, in which are stored the four war heads for the torpedoes, and one of which, had it exploded, would have sent the ship, and all it contained sky high. It is also right next to the magazine, which holds all the gun cotton; had this gone off, there would now be nothing left of the vessel and all on board.

FLAMES SHOT 25 FEET.

But to return to the story of the explosion. The three gunner's mates were busily engaged in their work when suddenly the ship was rocked and shaken by a terrific explosion and a sheet of flame instantly sailed forth from the ordnance workroom. This sheet of flame shot up and forward, burning and scorching everybody and everything in its path. To show its force and strength, it need only be mentioned that it scorched a baseball uniform hanging up twenty-five feet away.

This sheet of flame died almost instantly and was followed by a huge volume of smoke, which completely obscured everything in the neighbourhood of the ordnance workroom. Such was the situation at the time the explosion occurred.

What happened immediately after the report of the explosion on the part of the officers and men of the *Decatur* is worthy the best efforts of any writer, either of fiction or of fact. Anxious from their tasks and fancied security, the officers and men of the *Decatur* went about their work of getting out the killed and injured without the slightest delay or excitement. Fire call was immediately sounded and within forty-five seconds two streams of water were pouring into the ordnance storeroom. But the water play had to be discontinued because already brave men were down in that Hell of fire and smoke, engaged in the work of rescuing their comrades. They well knew that underneath were stored the deadly war heads, while the bulkhead to the magazine had been blown away by the force of the explosion, thus exposing to the flame and smoke the no less deadly gun cotton and other highly inflammable explosives stored there, but they heeded them not.

WORKROOM DESTROYED.

When the smoke had finally been dispersed it was seen that the ordnance workroom was a mass of twisted iron and smashed woodwork, under which lay the bodies of the three gunner's mates. It took about twenty minutes' hard and strenuous work to extricate the limp forms of Hayden and Bell from the debris, while the body of Elkins was not recovered for forty minutes. The latter was already dead, having been snatched and buried in such a manner that it is thought that death must have been instantaneous. Hayden and Bell were taken to the main deck, where the former recovered consciousness, but Bell did not come to until on the way to the hospital. Both relapsed into oblivion and then again became conscious at intervals all through the night and yesterday. They have no broken bones, but their systems are suffering from the terrible shock and their lungs are badly affected by the noxious fumes and gases they inhaled in that living death in the ordnance workroom.

The other men with broken limbs and various cuts and bruises were also taken to the hospital as soon as possible and are now getting along as well as might be expected, although all are suffering extremely from the shock and horror of the explosion, as, indeed, are all on board the *Decatur*. Of the wounded and injured, besides the two gunner's mates, Hayden and Bell, the two most serious cases are Seaman Santos and Fireman Brasher, who sustained broken legs. The former's leg was so badly smashed that it is feared it will be necessary to amputate it.

DAMAGE TO THE SHIP.

The vessel sustained considerable damage to bulkheads, stanchions and deck-plating, but was not leaking.

INTIMATIONS

LANE, CRAWFORD & Co.

JUST UNPACKED:

FOLDING FURNITURE. CAMP BEDS

EACH \$8.50 EACH.

MOSQUITO CURTAIN AND FRAME

COMPLETE \$15.50 COMPLETE.

FOLDING CAMP TABLES

EACH \$8.50 EACH.

FOLDING PORCH CHAIRS

WITH ARMS. DUCK SEATS AND BACKS.

EACH \$7.50 EACH.

HAMMOCKS WITH VALANCE AND PILLOW

EACH \$12.50 EACH.

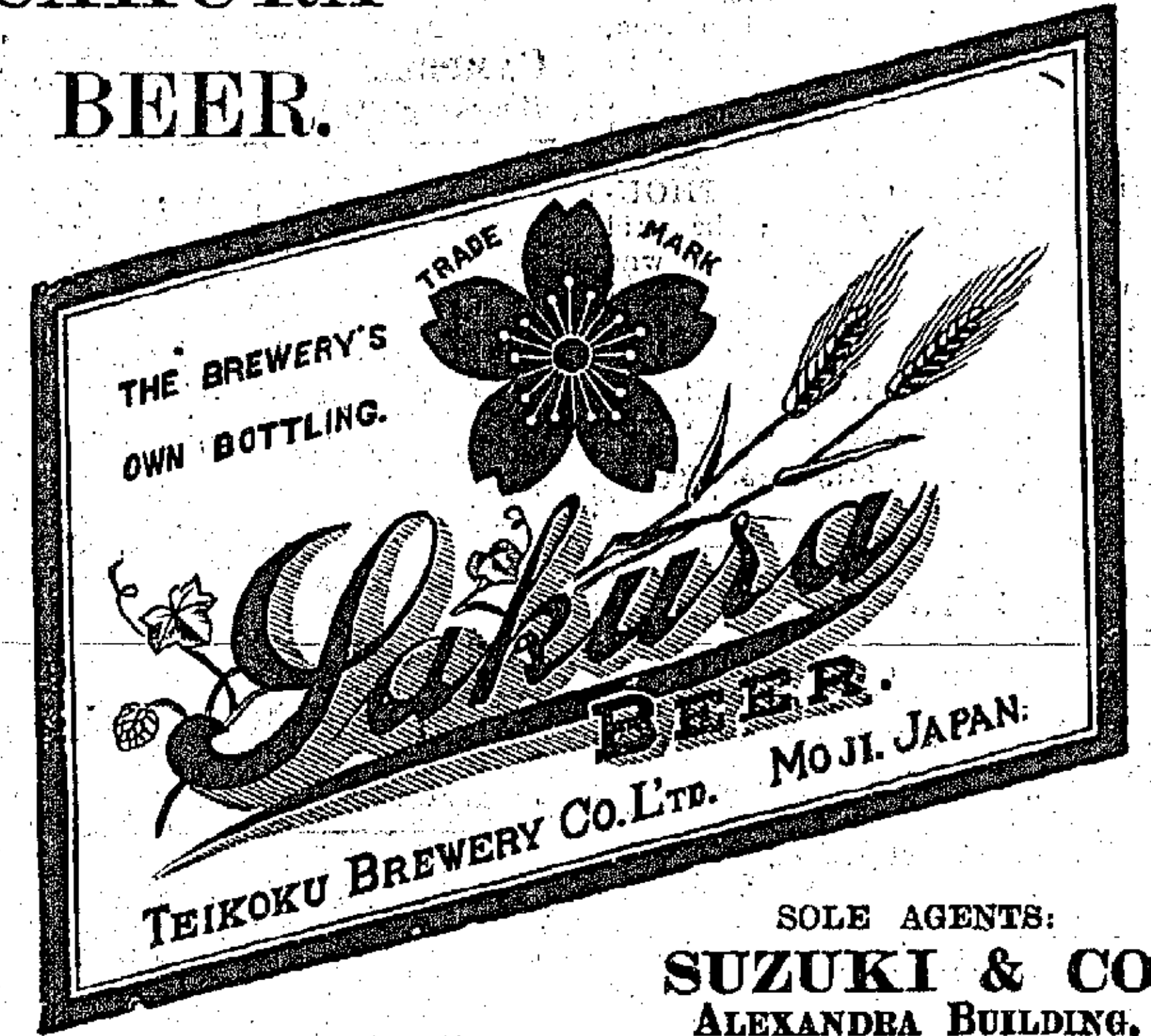
FOLDING DECK CHAIRS

IN STRIPED CANVAS.

EACH \$3.50 EACH.

LANE, CRAWFORD & Co.

SAKURA BEER.



Hongkong, 12th August, 1915.

[355]

SOLE AGENTS:
SUZUKI & CO.
ALEXANDRA BUILDING,
TEL. No. 468.

THE TAIKOO DOCKYARD

AND ENGINEERING CO. OF HONGKONG, LTD.

TAIKOO DOCKYARD, HONGKONG.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS.

BRASS AND IRON FOUNDERS, CONSTRUCTIONAL.

ELECTRICAL AND MECHANICAL ENGINEERS.

WELDING AND CUTTING OF METALS BY OXY-ACETYLENE AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering Iron and Wood Work.

GRAVING DOCK—78' by 85' by 34' 6"

Pumps Empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results. 100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES throughout the Shops ranging to 100 Tons. 50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS FOR—
JOHN I. THORNYCROFT & CO., LTD.

PETROL and KEROSENE MARINE MOTORS 7-1/2 to 150 H.P. As supplied to the British Admiralty and War Office. MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS, LAUNCHES, HOUSEBOATS and PLEASURE CRAFT OF EVERY DESCRIPTION. MOTOR PUMPING and LIGHTING SETS, MOTOR VEHICLES, Etc.

Dockyard Managers, can be seen between the hours of 11 A.M. and 12 Noon at the Town Office.

BUTTERFIELD & SWIRE.

HONGKONG, CHINA AND JAPAN, AGENTS.

Telegraphic Address—"TAIKOO DOCK."

Telephone No. 212

39

NEW ADVERTISEMENTS

TO LET—AT THE PEAK.

FURNISHED or UNFURNISHED,
3, 7, 10, 12, 14, 16, 18, 20, 22, 24, 26, 28, 30, 32, 34, 36, 38, 40, 42, 44, 46, 48, 50, 52, 54, 56, 58, 60, 62, 64, 66, 68, 70, 72, 74, 76, 78, 80, 82, 84, 86, 88, 90, 92, 94, 96, 98, 100, 102, 104, 106, 108, 110, 112, 114, 116, 118, 120, 122, 124, 126, 128, 130, 132, 134, 136, 138, 140, 142, 144, 146, 148, 150, 152, 154, 156, 158, 160, 162, 164, 166, 168, 170, 172, 174, 176, 178, 180, 182, 184, 186, 188, 190, 192, 194, 196, 198, 200, 202, 204, 206, 208, 210, 212, 214, 216, 218, 220, 222, 224, 226, 228, 230, 232, 234, 236, 238, 240, 242, 244, 246, 248, 250, 252, 254, 256, 258, 260, 262, 264, 266, 268, 270, 272, 274, 276, 278, 280, 282, 284, 286, 288, 290, 292, 294, 296, 298, 300, 302, 304, 306, 308, 310, 312, 314, 316, 318, 320, 322, 324, 326, 328, 330, 332, 334, 336, 338, 340, 342, 344, 346, 348, 350, 352, 354, 356, 358, 360, 362, 364, 366, 368, 370, 372, 374, 376, 378, 380, 382, 384, 386, 388, 390, 392, 394, 396, 398, 400, 402, 404, 406, 408, 410, 412, 414, 416, 418, 420, 422, 424, 426, 428, 430, 432, 434, 436, 438, 440, 442, 444, 446, 448, 450, 452, 454, 456, 458, 460, 462, 464, 466, 468, 470, 472, 474, 476, 478, 480, 482, 484, 486, 488, 490, 492, 494, 496, 498, 500, 502, 504, 506, 508, 510, 512, 514, 516, 518, 520, 522, 524, 526, 528, 530, 532, 534, 536, 538, 540, 542, 544, 546, 548, 550, 552, 554, 556, 558, 560, 562, 564, 566, 568, 570, 572, 574, 576, 578, 580, 582, 584, 586, 588, 590, 592, 594, 596, 598, 600, 602, 604, 606, 608, 610, 612, 614, 616, 618, 620, 622, 624, 626, 628, 630, 632, 634, 636, 638, 640, 642, 644, 646, 648, 650, 652, 654, 656, 658, 660, 662, 664, 666, 668, 670, 672, 674, 676, 678, 680, 682, 684, 686, 688, 690, 692, 694, 696, 698, 700, 702, 704, 706, 708, 710, 712, 714, 716, 718, 720, 722, 724, 726, 728, 730, 732, 734, 736, 738, 740, 742, 744, 746, 748, 750, 752, 754, 756, 758, 760, 762, 764, 766, 768, 770, 772, 774, 776, 778, 780, 782, 784, 786, 788, 790, 792, 794, 796, 798, 800, 802, 804, 806, 808, 810, 812, 814, 816, 818, 820, 822, 824, 826, 828, 830, 832, 834, 836, 838, 840, 842, 844, 846, 848, 850, 852, 854, 856, 858, 860, 862, 864, 866, 868, 870, 872, 874, 876, 878, 880, 882, 884, 886, 888, 890, 892, 894, 896, 898, 900, 902, 904, 906, 908, 910, 912, 914, 916, 918, 920, 922, 924, 926, 928, 930, 932, 934, 936, 938, 940, 942, 944, 946, 948, 950, 952, 954, 956, 958, 960, 962, 964, 966, 968, 970, 972, 974, 976, 978, 980, 982, 984, 986, 988, 990, 992, 994, 996, 998, 1000.

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

THE ORDINARY GENERAL MEETING OF SHAREHOLDERS in the above Company will be held at the Company's Office, on FRIDAY, the 17th of September, at Noon, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts to 30th June, 1915. The TRANSFER BOOKS of the Company will be CLOSED from the 3rd to the 17th of September, both days inclusive. DOUGLAS LARSEN & Co., General Managers. Hongkong, 15th September, 1915. [981]

SAVOY HOTEL.

21, BROADWAY, SHANGHAI, CHINA.

THE BEST MEDIUM-PRICED HOTEL in the City. Near to everywhere, and providing all modern conveniences. American or European Plan.

Rates 84 and 85 per day.

Special terms to monthly guests.

Cable address: Telephone No. 2,510.
SAVOY. C. A. BIDDLE, Manager. [982]

HONGKONG COTTON SPINNING, WEAVING & DYEING CO., LTD. (In Vol. Liquidation).

NOTICE IS HEREBY GIVEN to all persons who were Shareholders in the above Company on 30th October, 1914, and who have not yet applied for the corresponding allotment of shares in the YANGTZEPOO COTTON MILLS, LTD., Shanghai, to which they were entitled under an Agreement dated 26th October, 1914, that unless application for an allotment is made to me on or before 17th September, 1915, the said shares will be sold without further notice. C. BERNARD BROWN, Liquidator, Alexandra Buildings, HONGKONG. Hongkong, 3rd September, 1915. [931]

82,000 REWARD.

WHEREAS at about 10 p.m. on the 8th September, 1915, two men, aged between 20 and 30 years, dressed in dark clothing and armed with daggers, attacked and stabbed a Chinese gentleman named SIU UN in St. Francis Street, Wanchai, A REWARD OF TWO THOUSAND DOLLARS (\$2,000) will be paid by the undersigned to any person who shall give such information as shall lead to the arrest and conviction of the said two men. (Sd.) C. McI. MESSER, Captain Superintendent of Police. Hongkong, September 9th, 1915. [964]

NOTICE.

THE Master of the s.s. "MANAPOUR" hereby notifies that he will not be Responsible for any Debts incurred by any Member of his Crew. F. A. MAXWELL, Master. Hongkong, 10th September, 1915. [966]

WANTED.

THE Services of NURSE or good travelling AMAN for Children in return for first-class passage to England. Apply to—

Care of "Daily Press" Office. Hongkong, 7th September, 1915. [914]

WANTED.

JAPANESE, 31 years of age, Married. Seeks position as General Work Assistant or Bookkeeper. Experience on Accounting Staff of Bank and as Clerk of Shipyard. Full investigation courted. Salary to be settled after trial. Write—O. SAKAI, No. 11, D'Aguiar Street. Hongkong, 18th August, 1915. [871]

FOR SALE.

THE Hull of the former Revenue Steamer "FEIHOO" as it now lies in Canton Harbour. Offers may be sent to the COMMISSIONER OF CUSTOMS, Canton, 9th September, 1915. [907]

FOR SALE.

PACIFIC MAIL S.S. Co.'s GODOWNS, Nos. 1 and 2, connected by covered alleyway—located on Section B Marine Lot No. 243, Kennedy Town, Crown Rent \$160.00 per annum, together with permanent STEEL PIER opposite Godowns, and upon which the Crown Rent is \$300.00 per annum. STEAM LAUNCH "AMERICA," in first class condition, having been stripped and thoroughly overhauled in 1914. For further information apply to—R. G. MORTON, Agent. Hongkong, 24th August, 1915. [888]

INTIMATIONS

THE HONGKONG POLICE RESERVE will hold their First PROMENADE CONCERT in the BOTANICAL GARDENS SATURDAY, SEPTEMBER 18TH, AT 9 P.M. Mrs. VILLIERS SMYTH.

THE BAND OF THE 74TH PONJABIS, under Bandmaster CHRISTIAN (By Courtesy of the Colonel Commanding and Officers of the Regiment).

THE POLICE RESERVE ORCHESTRA, under Orchestra Conductor F. GONZALES.

Charge for admission (required by the Authorities) 10 cents. Members of the Naval, Military and Police Forces in uniform will not be charged. [940]

HONGKONG CLUB.

NOTICE.

THE TWENTY-EIGHTH HALF-YEARLY DRAWING OF 65 DEBENTURES (1898 issue) of the HONGKONG CLUB, Payable on THURSDAY, the 30th September, 1915, will be held in the Club House at 11 o'clock, A.M., on MONDAY, the 20th September, 1915. Bearer of Debentures are invited to attend the Drawing. By Order, E. DES VOSUX, Secretary. Hongkong, 10th September, 1915. [970]



ANY EUROPEAN, Non-Asiatic or Indian desiring to leave the Colony should apply in writing for permission to do so to the Captain Superintendent of Police, at least 48 hours before the intended hour of departure, giving name, nationality, age, sex, height and occupation of the applicant, and stating the name of the steamer or other vessel or the hour of the train by which the applicant wishes to leave. Applicants should apply in person for their passes at the CENTRAL POLICE STATION between the hours of 9 A.M. to 1 P.M. and 2 P.M. to 4 P.M. daily. Hongkong, 10th July, 1915. [738]

GIVE YOUR RAZOR A NEW LEASE OF LIFE.

Remember we do all kinds of grinding and edge making. We sharpen Clippers, Shears, Scissors, Pocket Knives, Surgical Instruments, etc. WE SHARPEN EVERYTHING CAMPBELL, MOORE & Co., LTD. Hongkong, 22nd July, 1915. [967]

NEW CARTRIDGES.

By popular English Manufacturers In all Bore and Sizes.

SMOKELESS POWDER and CHILLET SHOT. From No. 10 to BSSG. at \$5.97 and \$7.50 per 100. SPORTING REQUISITES and AIR GUNS in Variety. Inspection Invited.

WM. SCHMIDT & Co. Hongkong, 4th February, 1915. [506]

DRINK

ALLSOPP'S

BRITISH PILSENER

BEER.

SOLE AGENTS:

CALDBECK.

MACGREGOR & Co.

WINE & SPIRIT MERCHANTS.

15 QUEEN'S ROAD CENTRAL.

WANTED.

SMALL FURNISHED HOUSE or FLAT, 4 ROOMS, from November, on Peak or Higher Levels. Reply—Care of "Daily Press" Office. Hongkong, 14th September, 1915. [977]

HOUSES TO LET.

TO LET.

NO. 171, MAGDALENE TERRACE, THE PEAK, Nos. 1 and 6, TORRES BUILDINGS, Kowloon. Moderate rent. Ready for occupation.

Apply to—SPANISH DOMINICAN PROCUSSION. Hongkong, 10th September, 1915. [983]

TO LET.

THE Premises No. 88, SHAMEN, B.C. Canton, comprising DWELLING HOUSE, GODOWNS and OUTHOUSES lately occupied by Messrs. F. BLACKHEAD & Co. Apply to—DAVID SASSOON & Co., Ltd. Hongkong, 24th August, 1915. [891]

TO LET.

NORMAN COTTAGE, No. 2, Peak Road, 4 GOOD ROOMS. Immediate possession. Apply—PERCY SMITH, SETH & FLEMING. Hongkong, 20th August, 1915. [875]

NOTICE.

TO LET—A HOUSE at Observatory Villa Kowloon. Apply to—ARRATTOON V. APCAR & Co. Hongkong, 8th July, 1915. [739]

TO LET.

WHOLE or PART SHOP in Chater Road. Apply—CLARK & Co., Opticians. Hongkong, 29th June, 1915. [705]

TO LET.

OFFICES in St. George's Building Second Floor, Overlooking Harbour. Immediate possession. Apply to—SHEWAN, TOMES & Co. Hongkong, 3rd December, 1914. [89]

TO LET.

A HOUSE in Kowloon. Apply—THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd. Hongkong, 1st March, 1915. [45]

TO LET.

FOUR-ROOMED FLATS in Hand Road, Kowloon. Immediate possession; and FOUR-ROOMED FLATS in May Road, Hongkong, with possession on or about 15th October next. English Bathrooms and Kitchens, Hot and Cold Water, Electric Light, First Class Modern Appliances throughout, including Water Carriage System. FOUR-ROOMED HOUSES in Gordon Terrace and Salisbury Avenue, Kowloon. FLATS in Nathan Road, Kowloon. A FLAT in Humphrey's Buildings, Kowloon. IAN MOR, 16, Peak Road, 7-ROOMED HOUSE, possession November 15th. Apply to—HUMPHREYS ESTATE & FINANCE Co., Ltd. Alexandra Buildings. Hongkong, 6th September, 1915. [858]

TO LET.

HARPERVILLE, Garden Road, SEVEN ROOMS, Very Large Dining Room. Immediate possession, house in excellent order. Tennis Court and Garden. Apply—PERCY SMITH, SETH & FLEMING. Hongkong, 20th August, 1915. [876]

TO LET.

FROM 1st October next, OFFICES at 2, Connaught Road, at present in the occupation of Messrs. Denney & Rowley. HOUSES in BEAUFORT TERRACE, COCKFIELD ROAD, OFFICES, facing the Harbour between the Hongkong Club and Post Office. 58, THE PEAK, "THE RETREAT." 31, WONG-NEI-CHONG ROAD, GODOWNS, New Prince, Kennedy Town, GODOWNS, at Wanchai Road. Apply, etc. THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd. Hongkong, 13th September, 1915. [88]

TO LET.

From 1st March. GODOWN, No. 6, Duddell Street. Apply—A. B. AVASIA, Care of E. PARANBY, No. 1, Duddell Street. Hongkong, 2nd February, 1915. [244]

TO LET.

NO. 4, "FAIRVIEW," Nathan Road, Kowloon. "HARTING," Austin Road, Kowloon. "HILLSIDE," No. 110, THE PEAK, 5 Rooms Furnished, from 1st November, 1915. ONE OFFICE or SHOP in Duddell Street, Ground Floor. Nos. 1 and 2, COLLEGE GARDENS 6 ROOMS each, from 1st November. "HAZELDEN," No. 53, Robinson Road, No. 3, "THE ALBANY," ROOMS in Duddell Street. "ROSEDALE," 2, Hankow Rd., Kowloon. No. 6, BELLIOS TERRACE, with entrance on Conduit Road. ONE GODOWN, No. 8, Burrows Street, Wanchai. TWO GODOWNS, in Duddell Street. "WESTWARD HO," Bonham Road. "MERION," No. 6, Tan Fook, Unfurnished (6 Rooms). No. 2, DES VOSUX VILLAS, 51, PEAK (Unfurnished). No. 63, THE PEAK (CAMERON VILLAS). Apply to—LINSERAD & DAVIS, 3rd Floor, Alexandra Buildings. Hongkong, 15th September, 1915. [43]

INTIMATION



BY APPOINTMENT.

WATSON'S OLD BROWN BRANDY.



THE PEG O' MY HEART.

A. S. WATSON & CO., LTD.,

WINE & SPIRIT MERCHANTS.

HONGKONG AND CHINA.

BIRTH.

MURPHY.—At Government Civil Hospital, on 14th September, to Mr. and Mrs. C. H. MURPHY, Quarry Bay, a daughter. Shanghai papers please copy. [983]

The Daily Press.

HONGKONG, SEPTEMBER 15TH, 1915.

MR. LLOYD GEORGE AND THE WAR SITUATION.

"The fate of the war will be decided by Great Britain's course during the next three months." These are the words not of a publicist who knows no more of the facts of the situation than the daily newspaper reports furnish him, but they represent the deliberate opinion of the British Minister of Munitions, who, of course, has exceptional means of acquiring knowledge on which to base an opinion. Mr. LLOYD GEORGE is simply confirming what a fortnight ago, at least—we should have called the popular impression derived from the events of the past few months when he states that it is not to be expected that Russia will be able to afford for many months to come the same active help that she has given hitherto; and the same comment may be made upon his reference to France being unable to do more than she is doing now, if this means simply that France has drawn all her available men into war service. It may here be remarked that it is not clear from the telegram exactly when Mr. LLOYD GEORGE expressed these opinions—whether yesterday or a fortnight ago. They are contained, we are told, in a "characteristic preface" presumably of some unnamed work which has just been published, and we are inclined to think that this preface was written a fortnight or more ago when the position on the Russian front gave less promise, perhaps, than it does to-day of the continuance by the Russians of the same active help that they have given hitherto. During the past few days the Russians have shown a wonderful recovery and the punishments they are inflicting on the enemy's forces all along that extensive front is manifestly

contributing greatly to the ultimate victory of the Allies. The news of the past week clearly shows that they are more than holding their own. We must not overlook the fact that the main object of the Minister of Munitions in expressing the opinion reported in the telegram is to arouse in every able-bodied man in the British Empire a sense of the tremendous issues at stake in the War. In a country which relies on the voluntary system of recruitment—the compulsion of public feeling—it is obviously necessary to paint the situation in colours that compel attention. Whether we are getting "all the men we shall want for the fighting line next year to enable us to hold even our own" is a question that cannot be answered by the man-in-the-street, as well as by the Commander-in-Chief. Lord KITCHENER has but to say the word that the voluntary system has ceased to furnish the necessary number of men, and there is little doubt that in those circumstances the nation would be found prepared for conscription, and it may be that this is foreshadowed in Mr. LLOYD GEORGE'S warning: "If the nation hesitates when the road is clear to take the necessary steps to call forth its manhood to defend its honour and existence, then I see no hope; but if we sacrifice all we own and all we like for our native land, and if our preparations are characterised by grip and resolution and prompt readiness in every sphere, then victory is assured." Coming from a member of the Cabinet in the closest touch with the War Office the warning contained in these measured terms cannot be disregarded. For England the issue is Empire or no Empire, and as Sir EDMUND BARTON, the late Prime Minister of the Commonwealth of Australia, has recently said, only one kind of peace is possible—that which would follow the utter defeat of Germany. "If peace were made of an inconclusive character with Germany, it would be only delaying the evil day and mean renewed effort on her part to carry out her purpose of killing the Empire of Liberty." In this view, there is general concurrence, and nowhere is that view more strongly held than in the self-governing Colonies which are so nobly playing their part in the war. Sir EDMUND, speaking in London, said he had heard no opinions in Australia favourable to a patched-up peace, but he had come across a few men in England—a very few—who thought it was not wise to hold out for such terms as would humiliate a proud nation. He did not agree. "Germany," he said, "had humiliated many proud nations in her day. She had humiliated Denmark, then Austria and afterwards France. Now she sought to humiliate all Powers save herself. She deserved humiliation in turn; such an overthrow as would prevent her ever attempting to repeat this crime for generations to come." That is the common aim and fixed purpose of the Allies, and if it should seem that the utterances of Mr. LLOYD GEORGE with their many "ifs" and "buts" are at times somewhat pessimistic regarding the outcome of the struggle, we must never forget that in his capacity of Minister of Munitions charged with creating a great organisation for the output of munitions, he is appealing to a special class of men who do not yet seem to realise that it is scarcely possible for these new factories and workshops to be equipped with adequate labour to supply the armies unless all Trade Union restrictions and regulations applicable to normal times are now suspended and disregarded until victory is won. Short of conscription there are no means of effectually impressing on large classes of men the gravity of the situation, other than the means which Mr. LLOYD GEORGE has adopted. The Trades Unions are naturally extremely reluctant to lightly surrender principles won only after years of struggle, and it is only by painting the picture in the darkest colours, as Mr. LLOYD GEORGE does, that this reluctance is to be overcome. It is impossible to deny the force of the arguments the Minister presents, and though his experiences with the Trades Unions have been exceedingly trying, we cannot doubt that his weighty words of warning will have the effect they are intended to produce, and so assure the victory at an earlier date than would otherwise be likely.

A mail for Europe via Siberia closes to-morrow at 3 p.m.

The Hon. Mr. Claud Severn, Colonial Secretary, returned to the Colony yesterday from a brief holiday in Japan.

Two fatal Chinese cases of enteric fever were the only cases of communicable disease of any kind reported in the Colony last week.

Dr. C. M. Heanley, after an absence of seven months, has returned to Hongkong from South Africa, where he has been on a visit to his father.

The death is announced in the Kobe papers of Captain D. A. G. King, who was for many years one of the foreign pilots in the Inland Sea of Japan.

A house-boy employed by Mrs. Sutton, 2, Austin Avenue, Kowloon, was sent to gaol for three months with hard labour by Mr. Wood yesterday for stealing a wedding ring.

To the memory of the late Captain Loftus E. P. Jones, killed in action at the Dardanelles, a few of his friends at Shanghai subscribed a sum of £115, which has been handed over to the Shanghai Fund for wounded Australians.

Some excitement was occasioned at Pakhoi on Monday, the 9th inst., by the arrest of the father of Su Shun-ch'ao, who got himself made Tutuh of Canton for a few days during the second revolution. It is claimed, that the father is a revolutionary too.

Just as the M.M. steamer *Cordillere*, which arrived at Yokohama on the 1st inst. from Marseilles via ports, was being berthed at the Customs pier, her main shaft snapped. As it is impossible to effect repairs, the local Agent has telegraphed to Marseilles for a new shaft to be sent out.

In the third round of the Hongkong C.C.'s Men's Doubles, Abraham and Vivesh (owe 3/6) defeated Hall and Whitmarsh (owe 15), 6/3, 6/1, and thus go into the semi-final. Two more games have yet to be played before the third round is disposed of.

Two Chinese boatwomen were charged before Mr. Wood yesterday with being in possession of a double-barrelled shot gun, an automatic single barrel shot-gun, and 300 rounds of ammunition. One of the women, who was blind, was discharged, and the other was fined \$400, with the alternative of three months' hard labour.

THE LATE MR. W. IMHOFF.

FUNERAL AT HAPPY VALLEY.

The funeral of the late Mr. W. Imhoff, the well-known Canton outsider who died at the Peak Hospital on Monday from double pneumonia, took place at Happy Valley yesterday morning amid many tokens of regret and esteem. The cortege passed the Monument shortly after 10 a.m., the large following including Mrs. Spaulding, Messrs. A. R. Lowe, F. C. Herb, U. Spaulding, R. D. Harvey, R. C. Martin, O. C. Kench, A. P. Mei, C. J. Lafrantz, D. M. Larkins, J. S. McIntosh, J. R. MacDonald, G. A. Caldwell, E. I. Grant Smith, E. W. Carpenter, R. Brown (representing the Royal Hongkong Yacht Club), A. Hoffmeister, M. Drevard, H. Sutton, Vice-Consul Croppin, A. Meurer, P. Landry, etc. There was a large number of beautiful wreaths, including tributes from the R.H.Y.C. and also the Canton Rowing Club. The Rev. V. E. O. Copley Moyle conducted the graveside service.

PRINCESS MARY'S GIFT.

DISTRIBUTION AT VOLUNTEER HEADQUARTERS.

There was an interesting ceremony at the Volunteer Headquarters last evening, when local members of the Corps who were on duty at Christmas last were each presented with the handsome box given by Princess Mary to the members of Majesty's forces. The Volunteers were drawn up on the Headquarters parade ground in charge of their officers, and received the gift from the hands of the Commandant of the Corps (Lieut.-Colonel A. Chapman) inside the Headquarters building.

The officers present beside the Commandant were Major D. MacDonald, Major Wakeman, Surgeon-Major G. D. R. Black, Captain Stewart (Adjutant), Captain A. F. Churchill, Captain W. Murray Scott, Captain G. G. Wood, Captain W. Armstrong, Capt. W. Russell, Lieutenants Danby, Kennell, Murphy, McKenny, Rees, C. Smith, and Wright. Lieut.-Colonel CHAPMAN, addressing the parade, said it was very gratifying to know that they who were serving their King and country in this distant outpost of the Empire had not been forgotten, and he was sure they all appreciated very highly the kindly thought that prompted the sending of the boxes to Hongkong. He believed that the cartridge cases enclosed in the box was in each instance recovered from the battlefields of Europe and they all hoped that the bullet which originally completed the cartridge case found a billet in one of the Hun's.

THE WAR.

AMERICO-GERMAN RELATIONS.

COUNT BERNSTORFF ALARMED.

ANOTHER AIR ATTACK ON ENGLAND.

RUSSIA'S RESISTANCE.

BELGIAN RELIEF STEAMER SUNK.

BRITAIN'S RESPONSIBILITY.

RUSSIAN FRONT.

[THROUGH REUTER'S AGENCY.]

VIGOROUS ENEMY ATTACKS.

PETROGRAD, September 14th.
A communique states that the enemy are vigorously attacking west and south-west of Dvinsk, and succeeded in cutting the railway near the station at Novosvobodny after fierce fighting. As a result of the enemy's pressure between Novosvobodny and Vilna the Russians retired. The enemy, greatly reinforced, is attacking in a most vigorous manner east of Skidol.

The Russian artillery was most effective in rearguard actions everywhere, the enemy meeting a resolute resistance by the Russians, whose regular pre-arranged retreat is unaffected by the attacks.

HAND-TO-HAND FIGHTING.

LONDON, September 14th.
An Austrian communique describes the fighting consequent upon the Russian attacks in east Galicia as being of the fiercest, it being frequently hand-to-hand. The communique admits that during the night the Austrians and Germans withdrew to prepared positions near the Strypa river.

A Russian communique states that the Russians, under the enemy's hurricane of artillery fire, again advanced somewhat in Tarnopol, Galicia, taking prisoners and mailbaggage, and driving back the Germans who retired northward. The enemy on the lower Sereth attacked with the object of arresting the Russian advance westward, but after a fierce fight was again defeated. Generally speaking, says the communique, the efforts of the Austrians and Germans are directed at maintaining the appearance of offensive operations which are costing them losses disproportionate to the results.

A GERMAN REPORT.

AMSTERDAM, September 14th.
The Germans to-night claim to have reached the Dvinsk-Vilna railway, but on the other hand admit defeat in the region of Tarnopol, the Austrians and Germans during the night retreating some kilometres westward and taking up new positions.

To-night's Berlin communique states that General von Hindenburg ejected the Russian at some points between Friedland and Jacobstadt, but the Russians are staunchly holding in the Riga region. The communique admits further strong Russian attacks at Zelwanka. Prince Leopold and General Mackensen are still making very slow progress against the Russian's strong offensive westward and south-westward of Tarnopol.

PLIGHT OF REFUGEES.

PETROGRAD, September 14th.
The inhabitants of townships and villages in the province of Grodno are marching fifty to sixty miles to various points on the railways. Thousands are sleeping in the woods exposed to the rain and cold, but the authorities are doing their utmost to assist and feed the refugee multitudes.

[THROUGH REUTER'S AGENCY.]

RUSSIAN ARTILLERY REPLENISHED.

GERMAN REINFORCEMENTS DELAYED.

PARIS, September 13th.
An official Note states that the Russian artillery is already considerably replenished with munitions and is causing the Germans lively disappointment. German correspondents emphasize the violence of the Russian resistance. Torrential rains have prevented the arrival of German reinforcements.

FRANCO-BELGIAN FRONT.

[THROUGH REUTER'S AGENCY.]

SUPERIORITY OF FRENCH MARSKMANSHIP.

PARIS, September 13th.
5.05 p.m.
The French artillery and rifle fire is markedly superior to the German. A communique states that the guns are continually active in Arras and along the line southward to Champagne and Argonne. The French batteries were particularly effective in Lorraine, destroying German trenches and works. A German infantry attack was easily repulsed northward of Souchez. The enemy in Lorraine at three points charged as far as the entanglements, but were defeated by rifle fire.

FRENCH AIR REPRISALS.

PARIS, September 14th.
2.05 a.m.
A communique states that the cannonade continues on the Yser and north and south of Arras. Our artillery north of the Oise and on the Aisne and the Marne canal destructively bombarded the enemy's defences. There were artillery actions and bomb fights in Champagne and Argonne, between the Meuse and Moselle.

As a reprisal for the bombing of Lunville and Compiègne nineteen French aeroplanes dropped a hundred bombs on Treves, hitting the station at Reichsbank, and also forty-eight bombs on the station at Dommary and Baroncourt. Other aeroplanes bombarded the stations at Daonneschingen and Marbach.

AUSTRO-ITALIAN FRONT.

[THROUGH REUTER'S AGENCY.]

AUSTRIAN ATTACKS EASILY REPULSED.

ROME, September 14th.
The Austrians wasted ammunition all last night in an unavailing bombardment of the Italian positions at Arsiero, west of Rovereto. They also twice unsuccessfully attacked the Italians in the upper Rienz valley, in Carnia. The Italians on the upper Isonzo attacked strong positions still in the hands of the Austrians, and achieved appreciable progress. In the eastern Plezzo basin in spite of the difficulty of the ground, and a desperate Austrian resistance supported by powerful batteries. The Austrians on the night of the 12th sent troops in an armoured train from Gorizia against the Italian trenches south of Zagora. The Italians repulsed them with the help of a mountain battery.

GENERAL.

[THROUGH REUTER'S AGENCY.]

COUNT BERNSTORFF ALARMED.

AT STRAINED AMERICO-GERMAN RELATIONS.

WASHINGTON, September 13th.
Count Bernstorff is alarmed at the possibility of the severance of Americo-German relations, and is strenuously endeavouring to untangle the twisted skein. The most acute stage of the crisis is expected to-morrow.

Much centres on Count Bernstorff's threat of a war. It is believed that he will deny the accuracy of the interview, but officials are convinced that there was an attempt to bluff the State Department in order to prevent the severance of relations. The German Military Attaché, General von Papen, will probably be transferred to another post for similar activities to Dumba's or withdrawal on leave of absence never to return.

PESSIMISM AT WASHINGTON.

LATER.
Count Bernstorff, after his interview with Mr. Lansing, told interviewers that he anticipated a favourable outcome of the *Arabia* case. It is stated in other sources that Mr. Lansing emphasised the necessity of Count Bernstorff producing convincing proofs of Germany's sincerity as regards respecting passenger liners, but it is generally agreed that Count Bernstorff secured a further delay to enable him to communicate with Berlin. A feeling of pessimism prevails in official circles in Washington.

VON PAPEN'S "HOLIDAY."

LATER.
General von Papen, the German Military Attaché, accompanied by Prince von Hatzfeldt, who is residing in the United States, has departed for Yellow Stone Park on a three weeks visit "for the benefit of his health."

HOSTILE AIRCRAFT REVISIT ENGLISH COAST.

LONDON, September 13th.
The Press Bureau issues a statement that hostile aircraft revisited the coast last night and bombs were dropped, but there were no casualties. The only damage reported is that some telegraph wires are down and some glass broken.

LONDON, September 14th.
12.45 a.m.

The Admiralty announces that a hostile aeroplane visited the Kentish coast yesterday (Monday) afternoon and dropped some bombs. A house was seriously damaged and four persons were injured. The hostile aeroplane was chased off by two naval aeroplanes.

BELGIAN RELIEF STEAMER SUNK.

WORTHLESSNESS OF GERMAN GUARANTEES.

LONDON, September 13th.
A telegram from Ymuiden states that the Dutch steamer *Pomona* reports having seen a sinking British steamer flying the flag of the Belgian Relief Committee. The crew were rescued by trawlers. If the sinking of a relief steamer is confirmed it will cause added bitterness in America, as Germany guaranteed immunity for such vessels.

THE SITUATION IN PERSIA QUESTION OF NEUTRALITY.

LONDON, September 14th.
The Persian Legation states that Persia is doing her utmost to preserve neutrality and to deal with the unrest in southern Persia, in face of immense military, political and financial obstacles. She is also taking every step to make reparation for the recent events, and to prevent a recurrence. As a fact, the Persian Government has received protests against its alleged benevolent neutrality towards Great Britain and Russia.

Reuter learns from another diplomatic quarter that the Persian situation is somewhat improved, and the Persian Government is offering guarantees for securing order.

[THROUGH REUTER'S AGENCY.]

BRITAIN'S RESPONSIBILITY.

MR. LLOYD GEORGE'S WARNING.

LONDON, September 13th.
The Minister of Munitions, in a characteristic preface, (sic) emphasises the absolute necessity for every effort for overcoming the overwhelming superiority of material and equipment that the enemy still possesses despite the fact that the Allies possess an overwhelming preponderance of raw materials.

"Untoward incidents in the war have not weakened my faith in ultimate victory," said Mr. Lloyd George, "always provided that the Allies exert their whole strength before it is too late. It is not to be expected that Russia will afford for many months the same active help as hitherto, while France is unable to do more than she is doing. Is Britain prepared to fill the gap? The fate of the war will be decided by Britain's course in the next three months."

"Are we getting all the men we shall want for the fighting line next year? Can we even to hold our own? If we do not allow factories and workshops with adequate labour to supply the Armies because we must not transgress the regulations applicable to normal conditions; if practices are maintained restricting the output of the essential war material; and if the nation hesitates when the road is clear to take the necessary steps to call forth its manhood to defend its honour and existence, then I see no hope; but if we sacrifice all we own and all we like for our native land, if our preparations are characterised with grip and resolution and prompt readiness in every sphere, then victory is assured."

LATER.
Mr. Lloyd George's preface is an introduction to a collection of speeches which he has made since the beginning of the war, published at one shilling, and entitled "Through terror to Triumph."

TURKISH CABINET MINISTER RESIGNS.

ATHENS, September 13th.
News from Constantinople states that Sheik-ul-Islam has resigned, and at a meeting of the Cabinet vigorously protested against the extermination of the Christian elements.

EXTERMINATION OF THE CHRISTIAN ELEMENTS.

LATER.
It is confirmed that Sheik-ul-Islam resigned owing to his disapproval of the massacre of the Armenians, against which he protested at the meeting of the Cabinet.

BULGARIA'S CALL TO THE COLOURS.

SOFIA, September 14th.
The Government are calling to the Colours the Bulgarians and Macedonians aged from twenty to forty with the object of constituting a Macedonian division, and enrolling refugees who have hitherto not served in the army. The Government are also regulating the price of foodstuffs.

APPOINTMENT FOR ADMIRAL SIR PERCY SCOTT.

LONDON, September 13th.
The Admiralty announces that Admiral Sir Percy Scott has been appointed to take charge of the Anti-aircraft gunnery defences of London.

MEDICAL EDUCATION OF INDIAN WOMEN.

LONDON, September 13th.
Miss Beck, Secretary of the Indian National Association, has sailed for a tour in India in connection with a scheme to obtain the support of the Universities for the medical education of Indian women.

THE PANAMA CANAL.

LONDON, September 14th.
The Panama Canal has now a twenty-nine feet draught, and seventeen vessels, through the normal conditions, are expected shortly.

[THROUGH REUTER'S AGENCY.]

TURCO-BULGARIAN RAILWAY CONVENTION.

INVOLVES NO POLITICAL ENGAGEMENTS.

LONDON, September 13th.
The Times' correspondent at Sofia says that the Turco-Bulgarian Railway Convention is still unsigned, though the negotiations are completed. The Convention involves no political engagements.

NAVAL ACTIVITIES.

[THROUGH REUTER'S AGENCY.]

FRENCH SUBMARINE'S SUCCESS.

LONDON, September 14th.
A naval communique states that a French submarine in the Adriatic attacked a flotilla of Austrian torpedo boat destroyers torpedoing one of them.

CHINESE TELEGRAMS.

[FROM OUR OWN CORRESPONDENT.]

WORSHIP OF CONFUCIUS.

ELABORATE CEREMONIAL AT PEKING.

PEKING, September 13th.
With elaborate ceremonial, the Worship of Confucius was performed this morning by State Secretary Hsu instead of the President. Ministers of State and high officials were present at the ceremony, which was classically observed, including dancing to special music, and concluding with a Prayer of Supplication for the people.

THE PRESIDENT'S BIRTHDAY REVIEW.

PEKING, September 13th.
The review of the troops in honour of the President's birthday has been postponed till October 10th.

THE GOD OF WAR.

PEKING, September 13th.
The Minister of War on Thursday will offer a sacrifice at the shrine of Kwint, the God of War.

THE FINANCE MINISTER.

PEKING, September 13th.
The Finance Minister had an audience of the President to-day, and will continue in office.

AUCTIONEERS' GIFT TO THE QUEEN.

STAR AND GARTER HOTEL AS HOSPITAL.

The Auctioneers' and Estate Agents' Institute of the United Kingdom is about to present to the Queen the buildings and ground at the summit of Richmond Hill, known as the Star and Garter Hotel, for the purpose of a hospital for paralysed and other permanently disabled soldiers. It is her Majesty's intention to hand over the building to the Red Cross, and plans for remodelling the interior are now under consideration.

The proposal for the acquisition of the property by the Auctioneers' and Estate Agents' Institute originated with Mr. B. Hanson Brench, a past President of the Institute, whose firm, Messrs. Farebrother, Ellis, and Co., had been consulted as to the hotel. He suggested to the council of the institute that they should make themselves responsible for the provision of the funds necessary for acquiring the hotel and dedicating it to the use of disabled soldiers. The proposal was unanimously adopted by the council, who intend to raise the money partly by means of Red Cross auctions, similar to that which was held at Christie's throughout the United Kingdom.

The purchase sum of nearly £25,000. As soon as the contracts have been exchanged the Auctioneers' and Estate Agents' Institute will formally offer the property to the Queen. The adaptation and furnishing of the building will then be ready for the reception of cases. The fine position of the hotel, formerly a fashionable and popular resort, at the summit of Richmond Hill, makes it particularly acceptable for its proposed purpose, for not only does it command views over the valley of the Thames at one of its loveliest points, but the broad expanse of its Richmond Park adjoins, and is within easy reach of central London.

SUEZ CANAL TRAFFIC.

A return of shipping passing through the Suez Canal issued as a White-paper shows that of 3,314 merchant vessels and vessels in ballast of a net tonnage of 12,907,216 which traversed the Canal last year, 2,372 ships of a net tonnage of 9,516,439 tons were British, being 71 per cent. of the number and 73.7 per cent. of the tonnage; 299, or 9 per cent., were German vessels, the tonnage of which was 1,977,000 tons; 27 per cent. of the whole; while Holland, France, Austria-Hungary, Russia, Norway, Sweden, Denmark and Italy combined furnished a total of 20 per cent. of the vessels and 16.6 per cent. of the tonnage.

[FROM OUR OWN CORRESPONDENT.]

CANTON, September 13th.

MILITARY EXPENDITURE.

As the military expenditure of the province has been considerably in excess of the amount laid down in the Estimates, General Lung has been discussing with the Civil Governor the question of gradually reducing this expenditure. Their Excellencies have decided on a reduction of \$50,000 per month as from the beginning of this month, until the expenditure is brought within the limit of the estimate. It may be noted that reports of a similar nature have appeared in the vernacular Press on many occasions but, so far, all efforts seem to have been fruitless. It will, therefore, be interesting to see what result the decision will have in this instance.

KWANGSI OFFICIALS IN CANTON.

Mr. Wong Tso Tung, the newly-appointed Civil Governor of Kwangsi, arrived in Hongkong on the 11th instant by the s.s. *Chi Yuen* from Shanghai. Before proceeding to Nanning to take up his office, he will probably spend two or three days in Canton to discuss the relations of the two provinces with the high authorities here.

Recently General Luk, of Kwangsi, deputed one of his aides-de-camp, Mr. Ma, to interview the high authorities at Canton for the purpose of obtaining information regarding the joint measures taken for the protection of the Two Kwang provinces, in order to enable him to better represent the situation to the President in his forthcoming audience. The authorities have given Mr. Ma all necessary details and also requested him to ask General Luk to explain the state of affairs in Kwanglung to the President.

PROMOTION OF AFFORESTATION.

The Civil Governor is in receipt of a dispatch from the Board of Trade and Industries on the above subject. The promotion of afforestation, the message says, is an important factor in the development of industries, but China is only in a rudimentary state in this respect, and unless the Government makes a special effort no marked progress will be shown. For this reason, the Board has fixed the Tsing Ming Festival (or Tomb Festival) Day of each year as the date on which the Governors of the respective provinces will, as leaders of the provincial officials, set an example to the people by personally planting seedlings. The idea is said to have met with the approbation of the Central Government, and Civil Governor Chang is reported as have given instructions to his subordinate officials to carry this out.

EDUCATIONAL DEFECTS.

The Educational Conference has sent a lengthy communication to the Board of Education, dealing in detail with the defects in the educational system in vogue in the provinces. Starting with the remark that teachers should not only be responsible for the educational status of schools, but that they should also be responsible for the general bringing up of students, the communication refers to the latter days of the Tsing dynasty, when, owing to the scarcity of qualified instructors for various technical arts willing to accept permanent posts, schools instructors in various technical arts were obliged to employ temporary lecturers, who were paid according to the duration of their lectures. This system has since continued in a great majority of schools, but it is found that lecturers, paid in this manner, generally pay more attention to the timepiece than to the training which students are expected to receive. Another disadvantage of this system of employing lecturers paid by time is that a single lecturer, in many instances, is connected with several schools, so that, what with the diverse duties he has to perform and the excessive strain on his mental faculties, it is only natural to expect that he would show a lack of interest in his work. To this the present poor standard of education may be attributed, and, in order to remedy it, the Conference recommends that, whenever possible, as many permanent teachers should be employed as is practicable, and in cases where conditions make it necessary to engage temporary, and time-paid, lecturers they should only receive a fixed monthly pay, calculated according to the number of lectures given. In this manner less attention will be paid to the movements of the regulator, which, of course, means more energy being used in the training of students. The Board is reported to be entirely in agreement with this suggestion and has instructed the Civil Governor of Kwangtung, as well as the other provinces, to put the same into effect.

SHIPPING

ARRIVALS.

JINSEN MARU, Japanese str., 2,862, G. Ohia, 14th September—Bomby 27th August, Cotton and General—Nippon Yusen Kaisha.

RHEUS, British str., 4,294, Inkster, 13th September, General—Butterfield & Swire.

SUNGKANG, British str., 897, J. Robinson, 13th September—Haiphong 11th September, General—Butterfield & Swire.

TANGO MARU, Japanese str., 2,450, K. Soyeda, 14th September—Nagasaki 10th September, General—Nippon Yusen Kaisha.

TAMING, British str., 1,561, Pennafather, 14th September—Hilo 10th September, Sapan Wood—Butterfield & Swire.

UNKAI MARU No. 4, Jap. str., 1,910, K. Kuroshima, 14th September—Kure 7th September, Coal—Mitsui Bussan Kaisha.

YUENSANG, British str., 1,129, W. Mooney, 14th September—Manila 11th September, General—Jardine, Matheson & Co.

CLEARANCES

IN THE HARBOUR MASTER'S OFFICE.

September 14th.

JINSEN MARU, Japanese str., for Moji.

SZECHUEN, British str., for Swatow.

TJITAKOEN, Dutch str., for Shanghai.

DEPARTURES.

September 14th.

ARABIAN, Danish str., for Shanghai.

CHINGCHOW, Brit. str., for Port Paravul.

HONGKONG, British str., for Shanghai.

HONGKONG, British str., for Singapore.

LOMBARD, British str., for Dalny.

LOKANG, British str., for Hoihow.

SONSU MARU, Japanese str., from Canton.

TAKHO MARU, str., for Shanghai.

TENYO MARU, Jap. str., for Shanghai.

WOSANG, British str., from Canton.

SHIPPING REPORT.

The British str. Taming reports: Light to moderate winds, moderate sea, fine weather.

PASSENGERS.

ARRIVED.

Por Jinsen Maru, from Bombay, for Hongkong, Mr. Isaac Benjamin.

Por Tainyo Maru, from Nagasaki, for Hongkong, Hon. Mr. C. Severn, Mr. A. G. Gordon, Mrs. E. Brackett, Mr. W. E. Malcolin, Mr. S. Kondo, Mrs. Waincock, Mr. I. Shibata, Mr. K. Oda, and Miss Yamashita.

DEPARTED.

Por Tainyo Maru, for San Francisco, etc., Mr. and Mrs. Allaire, Mrs. M. C. Butler, Miss Butler, Miss E. M. Buck, Dr. and Mrs. H. P. Crandall and servant, Mr. D. Copland, Mr. H. K. Crichton, Mr. and Mrs. A. S. Chapman, Rev. and Mrs. H. Campbell, Mr. and Mrs. G. F. Desbrier, Mr. and Mrs. A. Donners, Mr. and Mrs. H. T. Ellis, Mr. and Mrs. C. B. Earnshaw and servant, Mr. and Mrs. C. B. Funnell, Mrs. J. Gould, Miss Hope Goode, Rev. R. Gillies, Mr. C. L. Goodrich, Mr. J. W. Haussmann and servant, Mr. H. H. Hough, Mr. and Mrs. E. T. Hoopes, Miss H. T. Hoopes, Miss M. J. Hoopes, Bishop E. E. Hoss, Mr. E. E. Hoss, Jr., Mr. H. A. Glover, Mr. C. Isano, Mr. H. R. Johnson, Mr. T. Kamada, Miss E. Kirkpatrick, Mr. E. Leckie, Mr. T. Matsunaga and servant, Mr. and Mrs. G. D. McIlraith, Mr. P. M. Marsh, Mr. O. A. Mangan and servant, Mrs. J. H. Riley, Miss L. Riley, Mr. F. J. Reves, Mr. M. S. Sassoon and servant, Mr. Y. S. Sandford, Rev. J. T. Taylor, Mrs. R. F. Wood, Mrs. P. E. Woods, Mr. C. E. Warren, Mr. Geo. E. Anderson, Mr. J. C. Goodfellow, Mr. J. Micio, Capt. and Mrs. Foster and two infants, Brigadier General F. McIntyre, Mr. G. W. Parsons, Mr. Z. Volpicelli.

TO DEPART.

Por Tainyo Maru, for Australia, etc., Rev. Fr. P. Pratt, Mrs. Harrison, Capt. Comiskey, Mr. Lister Henry, Mr. A. C. Haig, Mr. A. Warner, Mr. Suman, Mr. A. Robinson, Mrs. E. Clergot, Mrs. Hinton, Mr. and Mrs. Shimidzu and infant, Miss E. Buckett, Mr. K. Wada, Mr. M. T. Shortess, Mr. Ochi, Mr. Houda, Mr. Matthews, Mr. Miyaki, Mr. F. H. Noble, Mr. J. Darragh, Mr. J. S. Hewitt, Mr. Takayama, Mr. and Mrs. Clayton, Messrs. Ballantine, Read, Fox, F. E. Gooder, Seki, Shinohara, Y. Kashiwagi, J. Moltzen, W. Rayner, F. Gatehouse, F. Norbury, and Miss Maten.

VESSELS EXPECTED.

MERCHANT STEAMER.

The str. Tainyo left Port Darwin for Hongkong via Philippine ports on 8th inst., and may be expected to arrive on or about 19th inst.

INDO-CHINA LINE.

Kumsang, from Calcutta, is due in Hongkong 17th September.

SHIRE LINE, LIMITED.

Carnarvonshire, from London, is due in Hongkong 28th September.

INDRA LINE, LIMITED.

Saint Egher, from New York, is due in Hongkong 20th September.

AGENTS, FRANK WATKINS & CO., SEATTLE.

Unkai Maru, from Moji, is due in Hongkong 20th September.

LATEST STEAMER MOVEMENT.

The str. Montecarlo arrived Taipei on Monday, 13th September, at 8 a.m., left Taipei same day, at 6 p.m., due to arrive Wouong to-day, at 5 a.m.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "h," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

ORIGIN	VESSEL'S NAME	FLAG & REG	DATE	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & LEITH	BLOEMFONTEIN	Brit. str.	1 m.	G. Manley	THE BANK LINE, LIMITED	On 17th inst.
LONDON & BOMBAY VIA USUAL PORTS OF CALL	NARIN	Brit. str.	1 m.	D. Asbury	P. & O. S. N. Co.	On 24th inst., at Noon.
LONDON VIA USUAL PORTS OF CALL	NORON	Brit. str.	1 m.	D. Asbury	P. & O. S. N. Co.	About 24th Oct.
MARSEILLES, LONDON & VIA SINGAPORE, &c.	MERIONETHSHIRE	Brit. str.	1 m.	Yamawaki	JARDINE, MATHESON & Co., Ltd.	beginning of Oct.
MARSEILLES VIA PORTS	PAUL LECAT	Brit. str.	1 m.	Nagasaki	NIPPON YUSEN KAISHA	On 23rd inst., at Noon.
VICTORIA, B.C. & SEATTLE VIA KIELUNG &c.	TAKA MARU	Jap. str.	1 m.	Nagasaki	NIPPON YUSEN KAISHA	On 18th Oct., at 5 p.m.
BOSTON & NEW YORK VIA SUEZ CANAL	TACOMA MARU	Jap. str.	1 m.	Nagasaki	NIPPON YUSEN KAISHA	On 21st inst., at 4 p.m.
NEW YORK VIA SUEZ CANAL	INDRAKUALA	Jap. str.	1 m.	Nagasaki	NIPPON YUSEN KAISHA	On 8th Oct., at 3 p.m.
YANCOUVER & SEATTLE	PATMAN	Brit. str.	1 m.	Nagasaki	JARDINE, MATHESON & Co., Ltd.	beginning of Oct.
SAN FRANCISCO VIA MANILA & JAPAN, &c.	UNKAI MARU	Jap. str.	1 m.	Nagasaki	JARDINE, MATHESON & Co., Ltd.	About 25th Sept.
MEXICAN, PERUVIAN & OTHER PORTS VIA JAPAN	SHIYO MARU	Jap. str.	1 m.	Nagasaki	JARDINE, MATHESON & Co., Ltd.	On 23rd inst., at 10.30 a.m.
DELAGO BAY, DURBAN, EAST LONDON, &c.	KATHIWAR	Jap. str.	1 m.	Nagasaki	JARDINE, MATHESON & Co., Ltd.	On 18th Oct., at Noon.
AUSTRALIAN PORTS VIA MANILA	TANGO MARU	Jap. str.	1 m.	Nagasaki	JARDINE, MATHESON & Co., Ltd.	On 10th Nov., at Noon.
AUSTRALIAN PORTS VIA MANILA	ST. ADAMS	Jap. str.	1 m.	Nagasaki	JARDINE, MATHESON & Co., Ltd.	On 24th inst.
WEIHAIWEI & TIENTSIN	TAITAN	Brit. str.	1 m.	Nagasaki	JARDINE, MATHESON & Co., Ltd.	To-day, at 4 p.m.
Kobe & Moji	CHONGSHING	Brit. str.	1 m.	Nagasaki	JARDINE, MATHESON & Co., Ltd.	On 17th inst., at 11 a.m.
SEANGHAI KOBÉ & MOJI	CHONGSHING	Brit. str.	1 m.	Nagasaki	JARDINE, MATHESON & Co., Ltd.	On 24th inst.
SEANGHAI KOBÉ & MOJI	CHONGSHING	Brit. str.	1 m.	Nagasaki	JARDINE, MATHESON & Co., Ltd.	On 13th inst., at D'light.
SEANGHAI KOBÉ & MOJI	CHONGSHING	Brit. str.	1 m.	Nagasaki	JARDINE, MATHESON & Co., Ltd.	On 24th inst., at D'light.
SEANGHAI KOBÉ & MOJI	CHONGSHING	Brit. str.	1 m.	Nagasaki	JARDINE, MATHESON & Co., Ltd.	On 19th inst., at D'light.
SEANGHAI KOBÉ & MOJI	CHONGSHING	Brit. str.	1 m.	Nagasaki	JARDINE, MATHESON & Co., Ltd.	On 12th Oct.
SEANGHAI KOBÉ & MOJI	CHONGSHING	Brit. str.	1 m.	Nagasaki	JARDINE, MATHESON & Co., Ltd.	To-day, at Noon.
SEANGHAI KOBÉ & MOJI	CHONGSHING	Brit. str.	1 m.	Nagasaki	JARDINE, MATHESON & Co., Ltd.	To-morrow, at D'light.
SEANGHAI KOBÉ & MOJI	CHONGSHING	Brit. str.	1 m.	Nagasaki	JARDINE, MATHESON & Co., Ltd.	To-morrow, at 4 p.m.
SEANGHAI KOBÉ & MOJI	CHONGSHING	Brit. str.	1 m.	Nagasaki	JARDINE, MATHESON & Co., Ltd.	On 13th inst., at D'light.
SEANGHAI KOBÉ & MOJI	CHONGSHING	Brit. str.	1 m.	Nagasaki	JARDINE, MATHESON & Co., Ltd.	On 19th inst., at D'light.
SEANGHAI KOBÉ & MOJI	CHONGSHING	Brit. str.	1 m.	Nagasaki	JARDINE, MATHESON & Co., Ltd.	About 24th inst.
SEANGHAI KOBÉ & MOJI	CHONGSHING	Brit. str.	1 m.	Nagasaki	JARDINE, MATHESON & Co., Ltd.	On 25th inst., at 10 a.m.
SEANGHAI KOBÉ & MOJI	CHONGSHING	Brit. str.	1 m.	Nagasaki	JARDINE, MATHESON & Co., Ltd.	On 4th Oct., at 5 p.m.
SEANGHAI KOBÉ & MOJI	CHONGSHING	Brit. str.	1 m.	Nagasaki	JARDINE, MATHESON & Co., Ltd.	About 9th Oct.
SEANGHAI KOBÉ & MOJI	CHONGSHING	Brit. str.	1 m.	Nagasaki	JARDINE, MATHESON & Co., Ltd.	To-morrow, at 10 a.m.
SEANGHAI KOBÉ & MOJI	CHONGSHING	Brit. str.	1 m.	Nagasaki	JARDINE, MATHESON & Co., Ltd.	On 19th inst., at Noon.
SEANGHAI KOBÉ & MOJI	CHONGSHING	Brit. str.	1 m.	Nagasaki	JARDINE, MATHESON & Co., Ltd.	On 21st inst., at 3 p.m.
SEANGHAI KOBÉ & MOJI	CHONGSHING	Brit. str.	1 m.	Nagasaki	JARDINE, MATHESON & Co., Ltd.	On 18th inst., at 4 p.m.
SEANGHAI KOBÉ & MOJI	CHONGSHING	Brit. str.	1 m.	Nagasaki	JARDINE, MATHESON & Co., Ltd.	On 25th inst., at 3 p.m.
SEANGHAI KOBÉ & MOJI	CHONGSHING	Brit. str.	1 m.	Nagasaki	JARDINE, MATHESON & Co., Ltd.	On 17th inst.
SEANGHAI KOBÉ & MOJI	CHONGSHING	Brit. str.	1 m.	Nagasaki	JARDINE, MATHESON & Co., Ltd.	On 18th inst.
SEANGHAI KOBÉ & MOJI	CHONGSHING	Brit. str.	1 m.	Nagasaki	JARDINE, MATHESON & Co., Ltd.	To-morrow.
SEANGHAI KOBÉ & MOJI	CHONGSHING	Brit. str.	1 m.	Nagasaki	JARDINE, MATHESON & Co., Ltd.	On 23rd inst.
SEANGHAI KOBÉ & MOJI	CHONGSHING	Brit. str.	1 m.	Nagasaki	JARDINE, MATHESON & Co., Ltd.	To-day, at 10 a.m.
SEANGHAI KOBÉ & MOJI	CHONGSHING	Brit. str.	1 m.	Nagasaki	JARDINE, MATHESON & Co., Ltd.	To-morrow, at Noon.
SEANGHAI KOBÉ & MOJI	CHONGSHING	Brit. str.	1 m.	Nagasaki	JARDINE, MATHESON & Co., Ltd.	On 21st inst., at Noon.
SEANGHAI KOBÉ & MOJI	CHONGSHING	Brit. str.	1 m.	Nagasaki	JARDINE, MATHESON & Co., Ltd.	To-day, at 10 a.m.
SEANGHAI KOBÉ & MOJI	CHONGSHING	Brit. str.	1 m.	Nagasaki	JARDINE, MATHESON & Co., Ltd.	On 19th inst., at D'light.

INDO-CHINA S. NAV. CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STRAMERS	TO SAIL
SHANGHAI, KOBÉ and MOJI	"FOOKSANG"	Wed'ay, 15th Sept, Noon.
SANDAKAN	"WOSANG"	Thursday, 16th Sept, D'light.
MANILA	"KUMSANG"	Thursday, 16th Sept, Noon.
KOBÉ & MOJI	"KUMSANG"	Saturday, 18th Sept, 3 p.m.
WEIHAIWEI & TIENTSIN	"CHEONGSHING"	Sunday, 19th Sept, D'light.
HOIHOW and HAIPHONG	"TAKSANG"	Sunday, 19th Sept, D'light.
SHANGHAI	"CHOYSANG"	Sunday, 19th Sept, D'light.
SANDAKAN	"HINSANG"	Tuesday, 21st Sept, D'light.
WEIHAIWEI & TIENTSIN	"CHIPSING"	Friday, 24th Sept, D'light.
MANILA	"LOONGSANG"	Saturday, 25th Sept, 3 p.m.

RETURN TOURS TO JAPAN.
The Steamers "KUMSANG," "NARSANG," and "FOOKSANG" leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "YANGSHING," "KUMSANG," and leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 6 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

* Taking Cargo on Through Bills of Lading to Yangtze, Oboko, T'ain, Dalny, W'wei, N'hwang, and other ports.

* Taking Cargo on Through Bills of Lading to Koda, Labad, Dava, Singapore, Java, Orissa, and other ports.

* Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

* Taking Cargo on Through Bills of Lading to Koda, Labad, Dava, Singapore, Java, Orissa, and other ports.

Telephone No. 215, Sub. Exch. 4.

Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd.,

Hongkong, 15th September, 1915.

GENERAL MANAGERS

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INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGO BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

FROM HONGKONG: 24th September.

PROPOSED SAILINGS: Connecting with "KATHIWAR" 17th October.

FROM COLOMBO: 17th October.

PROPOSED SAILING: From Hongkong, 28th September.

First Class Accommodation for Passengers.

Fitted with Wireless Telegraphy.

For Rates of Freight and passage apply to THE BANK LINE, LIMITED, MANAGING AGENTS.

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VESSELS ON THE BEET

FOR VANCOUVER AND SEATTLE.

THE S.S. "UNKAI MARU" will be

despatched on or about the 20th Sept.

For Freight please apply to JARDINE, MATHESON & Co., Ltd.,

Hongkong, 1st September, 1915. [321]

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